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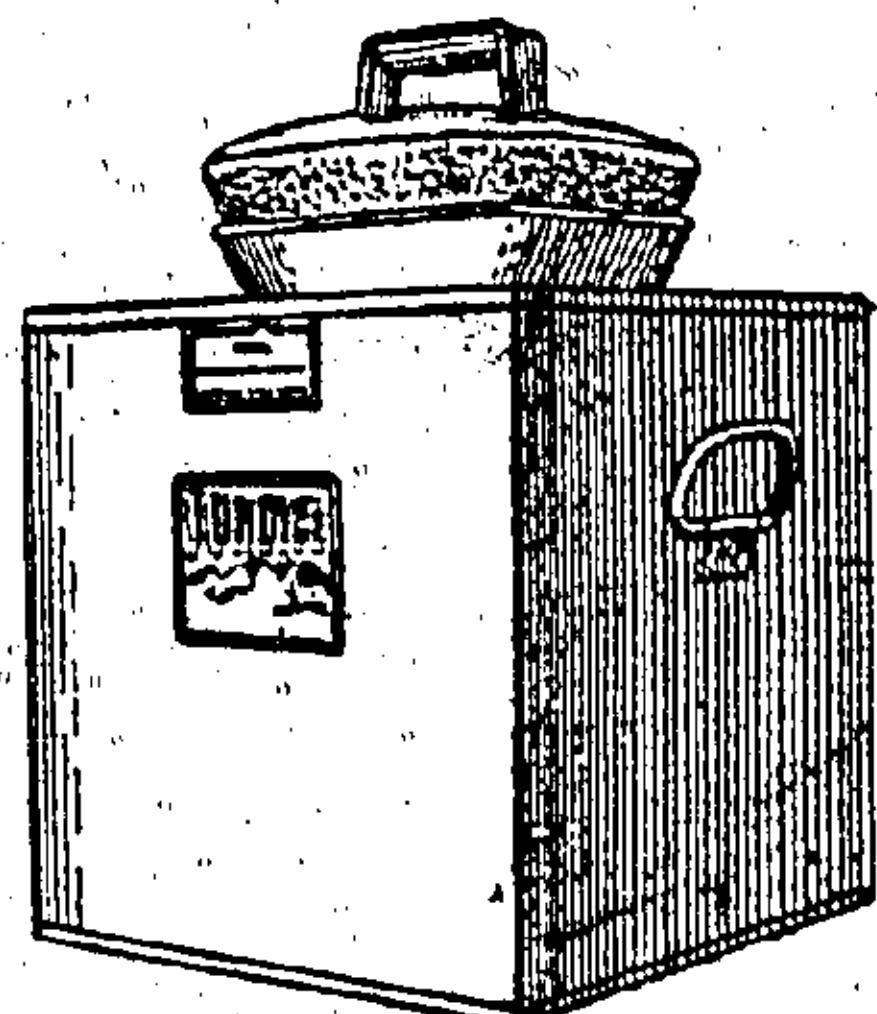
HONG KONG, THURSDAY, APRIL 25, 1929

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PREPARING FOR HIS ROYAL HIGHNESS.

ACTIVITY ABOARD H.M.S. SUFFOLK.

SPECIAL INTERVIEW WITH THE CAPTAIN.

DESCRIPTION OF THE DUKE'S QUARTERS.

[By HERBERT FIELD.]

[Exclusive to the "Daily Press."]

"Benchy Head, 1680."
This inscription caught my eye as I stepped on to the quarter-deck of H.M.S. Suffolk. There were dates and names of other battles of olden times in which a Suffolk had fought arranged on either side of the quarter-deck superstructure.

Because it is naval etiquette so to do, I touched my hat by way of salute to the memory of England's greatest Admiral, and then saluted again in response to a similar greeting from the Officer of the Watch—a young grey-eyed lieutenant whose tanned features and briskly alert manner denoted him, nevertheless, to be no novice in the ways of the sea.

I made known my request to view the quarters allotted to H.R.H. the Duke of Gloucester, who will sail in H.M.S. Suffolk in connection with the Garter Mission to Japan. Hardly had I finished presenting my credentials to the Officer of the Watch than I was in the presence of the Captain.

The Admiral's Suite.

One must, of necessity, exercise the utmost decorum when approaching the Captain of a British warship on the quarter-deck of his own vessel. For, be it understood, his ship is his Kingdom, and the Captain is its veritable ruler of all he surveys. I soon felt, however, that the greeting of Captain G. S. Arbuthnot, D.S.O., had very quickly put me entirely at ease.

The Captain himself conducted me below to inspect the quarters allotted to the Duke. Like H.M.S. Kent, Suffolk had been designed as a flagship. Accommodation is provided for an Admiral, Chief of Staff, etc., in addition to that provided for the Captain, Commander, and usual Ward Room officers.

As Suffolk does not carry a Flag Officer, the quarters usually devoted to the use of the Admiral are normally occupied by the Captain. In this instance, the Captain is vacating these staterooms during the stay aboard of His Royal Highness, and will transfer his quarters to the Captain's Sea-cabin just below the bridge.

The Duke's Quarters.

Situated right aft, the Duke's quarters will consist of a dining-room, a sitting-room, and a sleeping cabin. Blue and grey are the main colours in the furnishing. Settees and saddle-bag chairs are upholstered in blue and silver damask, and a grey, and

blue pile Turkish carpet covers the floor. A large mahogany desk, a table, and a book-case complete the furniture of this room with the exception of a plate-glass overmantel above the electric fire, which constitute permanent fixtures. There are about four portholes to each room.

A Big Wardrobe.

The sitting-room adjoins the dining-room, which provides seating accommodation, despite its apparently limited space, for 24 guests. Also adjoining the sitting-room are the Duke's sleeping-quarters. A comfortable and roomy bunk in the vicinity of the portholes occupies the major portion of the space. Here again, royal blue is the predominating colour. A spacious bath-room adjoins the sleeping quarters.

Such, then, are the quarters normally occupied by the Captain of H.M.S. Suffolk but which, without the addition of extra ornaments or furniture, will be used by His Royal Highness during his stay on the ship.

Two of the ship's carpenters were busily fixing hooks, hangers, and racks in place.

Arrangements are being made for the necessary large numbers of uniforms belonging to His Royal Highness to be kept in this wardrobe. In addition, one must remember that his staff will also need extensive accommodation for uniforms, etc., and this room should meet all requirements.

Quarters of the Staff.

An Admiral always has a Commodore or a Flag Captain as his Chief of Staff and the quarters normally occupied by this officer, consisting of sitting-room and sleeping cabin, will be used by the Duke's Aide-de-Camp. They adjoin the Duke's quarters. In the immediate vicinity also, six cabins for the normal use of the Secretary, Flag Commander, Flag Lieutenant, and other officers of an Admiral's staff will be used by staff officers who will accompany the Duke.

In the flat below this deck cabins have been allocated to each of the valets and personal attendants. They have their own bathroom and a comfortable, airy and light mess-room, and everything possible will be done to make them feel at ease.

A telephone connects these cabins with the ship's telephone exchange, and, via the exchange with the quarters of the officers for whom each valet is responsible. The attendants will also have access to a well-stocked library.

Above the aft-deck superstructure and around a gun turret, a canvas "upper-deck" smoke-room has been rigged for the use of His Royal Highness and Suite.

Then came a tour of the ship with a Midshipman as guide.

Paint and Plum Pudding.

A torpedo-gunner and a couple of artificers were busily working upon the port quadruple torpedo-tubes. Cases of stores were being deftly handled by the duty section of the watch. A diminutive Marine bugler clattered down an iron ladder and sounded a call which caused the working hands on deck to dive below. An odour reminiscent of Irish stew and plum "duff" stole up from the hatchway, and one found the smell of the latter peculiarly pleasant in the circumstances.

"We have just had an extensive refit in the dockyard, and this accounts for the untidy condition of the ship," explained my guide.

To the lay eye, it was difficult to detect the presence of actual "dirt." True, fifty or sixty drums of paint were heaped around the fore'side hatchway, but the decks were sufficiently white to reflect the rays of the sun with dazzling intensity. I imagined it to be almost a sacrilege to walk along the decks when they were in a condition which the Navy would term "clean."

Guardian Guns.

The giant eight-inch guns in the forward super-imposed turrets depressed and elevated in turn at the pressure of a button. Slewing slowly from starboard to port and back again, they called to mind the impression of their muzzles, with peaceful tampions removed, questing the horizon hungrily in time of war.

One felt that, majestic in repose, they would be terrible weapons of offence or defence in action! Now, however, they were silent reminders to all and sundry that the inhabitants of our far-flung Empire may rest assured of ever-watchful protection and drastic redress for unwarranted wrongs.

His Royal Highness will no doubt find much to interest him on the bridge during the final stages of his voyage to Japan. The latest and most up-to-date navigation, fire-control, and engine-room control appliances have been installed in the ship, and my guide explained that the cruiser could be navigated and controlled from no less than four different positions!

(Continued on Page 2.)

Diary of Coming Events.

To-day.

(April 25.)
Duke of Gloucester arrives per P. & O. Moresa, Landing Queen's Pier.

Addresses of Welcome to H.R.H., Theatre Royal, 11 a.m.

Inspection by H.R.H. of members of St. John Ambulance Brigade, Girl Guides and Boy Scouts, Government House, noon.

Polo: H.K. Polo Club Ground, 4.45 p.m.

Japanese Fireworks Display for H.R.H., evening.

Mui Fa Dancing Party, Po Hing Theatre, Yaumatei, 3 p.m. and 8.30 p.m.

Italian Opera Co.: "Rigoletto," Star Theatre, 8.15 p.m.

Queen's "The Big City," World Theatre: "Love Hungry," Star Theatre: "Body and Soul," 5.30 p.m.

Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.

Dinner Dance: Peninsula Hotel, 8.30 p.m.

European Mails:—Inward: Europe via Suez (Moresa).

Friday.

(April 26.)
Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.

Tiffin Party for H.R.H. The Duke of Gloucester, R.H.K. Golf Club, Fanling.

Garden Party for H.R.H., H.K. Cricket Club ground, 4.30 p.m.

H.K. General Chamber of Commerce, Dinner Party for H.R.H., Peninsula Hotel, 8.30 p.m.

University Lecture Room K, "Mathematical Philosophy" by Captain Macnair, 8.30 p.m.

Italian Opera Co.: "Tosca," Star Theatre, 8.15 p.m.

Queen's "The Big City," World Theatre: "Love Hungry," Star Theatre: "Body and Soul," 5.30 p.m.

Tea Dance: H.K. Hotel, 4.30 p.m.

European Mails:—Inward: Europe via Siberia (Moresa), Outward: Europe via Siberia (Moresa), 8.30 a.m.

Saturday.

(April 27.)
Chinese lunch in honour of H.R.H., Kam Ling Restaurant.

Departure of H.R.H. on board H.M.S. Suffolk.

English F.A. Cup Final at Wembley.

Extra Race Meeting, Happy Valley.

Docks in English School, prize giving, 1.30 p.m.

Queen's Theatre: "The Big City," World Theatre: "Circus Rookies," and "A Dog's Life," Star Theatre: "The Garden of Allah."

Italian Opera Company: "La Traviata," Star Theatre, 8.15 p.m.

Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.

Dinner Dance: Peninsula Hotel, 8.30 p.m.

European Mails:—Outward: Europe via Marseilles (Mantua), 10.30 a.m.

Sunday. (April 28.)

Fourth Sunday after Easter. Peninsula Hotel Band Concert (K.O.S.B. band), 2.15 p.m.

World Theatre: "Circus Rookies" and "A Dog's Life."

Star Theatre: "The Garden of Allah," 2.30 and 5.30 p.m.

Italian Opera Company: "Barbier de Sivilgia," Star Theatre, 8.15 p.m.

Monday. (April 29.)

Birthday of the Emperor of Japan 1901.

H.K. Stock Exchange Settlement Day.

Douglas Steamship Co., Ltd., Ordinary general meeting, P. & O. building, 11 a.m.

H.K. Society for the Prevention of Cruelty to Animals, annual general meeting, Messrs. Jardine, Matheson & Co., 5.15 p.m.

European Mails:—Outward: Europe via Victoria, B.O., 5 p.m.; and via Siberia, 6 p.m. (President Pierce).

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PREPARING FOR HIS ROYAL HIGHNESS.

(Continued from Page 1.)

As I passed the Chief Petty Officers' smoke-room, I heard music. "That is one of our broadcast wireless loud-speakers," explained the "Snotty." "We have a fine set, and stations thousands of miles away can be picked up with ease. A joke occurred the other day when we were picking up a service broadcast from the Cathedral here. A ship was lying at the next buoy and, when the service concluded, they congratulated us by signal upon our splendid choir and organ!"

On the Voyage.

Later, sipping a cocktail in his cabin, I listened while the Captain related a series of war-time experiences and general reminiscences. Then we resumed our discussion upon the arrangements made for the entertainment of His Royal Highness after leaving Hong Kong.

The ship has a good band and a wireless set, although it is more than possible that the Duke will need a quiet time after his social engagements here.

If the weather is fine, Suffolk will probably fly a special silk ensign presented by the ladies of the county of Suffolk. The Commander received it in a remarkable manner. Suffolk was about to leave harbour at Home on route for the China Station when a boat went alongside just as the gangway was being hoisted aboard.

A gentleman stepped on to the quarter-deck with a large parcel under his arm. He asked to see the Captain, refusing to give the Officer of the Watch any reason. As he persisted in his request, a midshipman took him to the Commander.

The gentleman handed him the parcel with the remark that it was a little present to the ship from the ladies of Suffolk. Imagine his surprise when he opened the parcel and discovered within it a magnificent silk ensign! The ship's company treasure it greatly, and it is only flown on very special occasions.

Busy Times.

The Captain spoke in praise of the efforts of the ship's company in preparing the ship for the visit of His Royal Highness.

Re-painting the ship from truck to water-line is only a minor detail. Cabins have to be altered and equipped, stores and victuals taken in, and the whole of the Officers and crew are kept exceedingly busy. In addition to this, they have carried out a firing programme and technical exercises at sea and in harbour.

A few minutes of personal conversation and then the Captain ordered my boat alongside and said goodbye to me on the quarter-deck. A hand-shake from the Captain and the Officer of the Watch, and then I entered the motor-boat placed at my disposal.

As we swung under the Suffolk's stern, the White Ensign stirred gently in the fickle breeze. The notes of a bugle echoed from the lower deck and a boatswain's pipe shrilled the men on the upper deck to attention as an Admiral's barge surged past.

Pomp and circumstance! Hardly, I reflected. The White Ensign stands not merely for national maritime supremacy. Its true meaning strikes a deeper and more satisfying note than that, nor do Suffolk's guns merely represent "iron shards and reeking tube."

Rather, they stand for freedom and security to "all such as pass upon the seas upon their lawful occasions."

And so, one of Britain's bulwarks will be the home of H.R.H. for a short period and, after inspecting the ship in detail, I felt that there can be far less pleasant quarters than the roomy cabins of H.M.S. Suffolk, and far less congenial companions than the gentlemen of her Ward Room and Gun Room.

H.M.S. Suffolk.

The first "Suffolk" was one of 30 ships which were built in the reign of Charles the Second in the year 1680. It is of interest at this time, when the new "County" ships are in commission, to note that, included in the same programme, were a "Berwick" and a "Kent."

The original "Suffolk" took part with some distinction in the battles of Beachy Head (1690), Barfleur (1692), La Hague (1692), and Dunkerque (1690). In 1698, the ship was rebuilt at Blackwall.

In 1701, "Suffolk" and "Kent" were in a squadron of 13 ships under the command of Vice-Admiral Hopson in the North Sea. Later, in 1704, "Suffolk" took part in the capture of Gibraltar under Sir George Rooke and also, in the same year, in a very fierce encounter against a combined Spanish and French fleet off Malaga. "Suffolk" lost 13 killed and 38 wounded. On May 2, 1710, she took part in the chase of eight French ships off Messina and captured the "Ombard" a powerful ship of 66 guns.

In 1718, "Suffolk" was again rebuilt, at Chatham, her tonnage being raised to 1,189 tons and, in 1720, was one of a fleet of 31 ships of the line and frigates which undertook an uneventful cruise in the Baltic.

In 1739 she was rebuilt again, at Woolwich, her tonnage being raised to 1,224 tons.

The Second Suffolk.

The second "Suffolk" was a small store-ship of 477 tons, armed with six guns. Bought in 1694, she was sold in 1718 for £1,050.

The previous ship of that name was rebuilt and re-commissioned and took part in the attack on Cartagena in March 1741, in the reign of George the Second. In February 1743, commanded by Capt. Charles Knowles, she was senior ship of a squadron of 10 ships detailed to attack the Spanish Settlements at La Guayra and Puerto Cabello in the West Indies. "Suffolk" had 14 guns dismounted, 30 men killed and 80 wounded out of a complement of 380 in the former action. She was struck 100 times and twice set on fire by red-hot shot.

The third "Suffolk" was built at Rotherhithe on the Thames in 1765. Her complement was 500 men, and a four-decker, she cost £93,408. She took part in an action against the French off Grenada in 1779. "Suffolk" was a flagship carrying Rear-Admiral Rowley. "Suffolk" had 7 killed and 25 wounded and received great credit for her part in the action.

She was next in action against batteries and stranded French ships in Fort Royal Bay, to the south of Martinique in 1780. "Suffolk" fought in two more actions off Martinique in that year.

Relief of Gibraltar.

A unit of the Channel Fleet under Admiral Lord Howe, she was present at the Relief of Gibraltar in 1782 when a combined fleet of French and Spanish ships were preventing the entry of the convoy containing reliefs and provisions. A running fight occurred after the relief was effected.

In the year 1794, "Suffolk" was again part of Lord Howe's Fleet in the English Channel and Bay of Biscay and took part in considerable activity, although no actual engagements occurred. She played a prominent role in the capture of Dutch possessions in Ceylon in 1795, and also in the capture of Amboyna, the chief of the Molucca Islands, in 1796. "Suffolk" also assisted in the capture of the Banda Islands in 1793.

She was broken up in 1803 and the name then disappeared from the Navy List for about 100 years. The fourth "Suffolk" was built at Portsmouth and launched in 1903. An armoured cruiser, she was one of a programme of ten ships of the "County" Class. She became flagship of the 4th Cruiser Squadron on the West Atlantic Station in 1913 which was commanded by Rear-Admiral Sir Christopher Cradock.

The Germans had two cruisers on the station—"Dresden" and "Karlsruhe."

During the War.

"Berwick" was engaged in a running action with the "Karlsruhe" on August 6, 1914. This cruiser succeeded in eluding "Berwick" in the darkness and was also missed by "Suffolk" who was hot on her heels.

In May 1917, "Suffolk" was re-commissioned for the China Station. On arrival in the Far East, she was stationed at Singapore, and, at one time, was ordered to escort five auxiliary scouting craft from Penang to Colombo. These craft, which were manned by Malays in charge of British officers, were not attacked on the voyage, but one of them blew up from some unexplained cause, and "Suffolk" rescued most of them.

In January 1918, she was ordered to Vladivostok in consequence of Bolshevik troubles.

The present, and fifth, "Suffolk" is one of the first of a new class of cruisers to be built as a result of the Washington Conference. Built at Portsmouth in 1926-7, she is a ship of 10,000 tons, carrying eight 8-inch guns, four 4-inch guns, and four two-pounders. She has eight 21-inch torpedo tubes and has a designed speed of 31 knots.

Such, then, is the ship, with the traditions of Rowley and Howe behind her, which has been selected as the Duke's temporary home.

COCKTAILS AND CORSETS.

MINISTER OBJECTS TO THE MIXTURE.

"I object to mixing cocktails with corsets," said the Rev. Moffat Gautrey, of Tooting, in opposing an application for a full restaurant licence made to Wandsworth justices by a large drapery firm at Balham.

"It would be a very perilous experiment," Mr. Gautrey said. "There is a growing disposition on the part of drapery establishments to include a large number of commercial side lines. You can get anything from corsets to coffins, and from hairpins to an order for cremation at modern drapers' stores."

This is a great rendezvous for women. It is the duty of a civilised community to defend these women, especially the young women, from any possibility of moral deterioration.

"I submit that you cannot let drink loose among draperies without the danger of great moral disaster," he added. "In my view it is an impudent application. It interferes with the legitimate business of other citizens who are trying to make a livelihood as licensees."

The application was refused.

SHANGHAI-NANKING EXPRESSES.

CHANGES TO BE MADE.

Nanking, April 17.—According to instructions issued by the Ministry of Railways, the morning express-train between Nanking and Shanghai will perform the journey in six and one-half hours and new afternoon express-trains will be provided between Shanghai and Nanking.

It has been decided also that a new morning express-train will be provided between Hangchow and Shanghai and a new afternoon express-train between Shanghai and Hangchow. Two trains from Hangchow will run through to Nanking and one train from Nanking will run through to Hangchow.

The morning express-train leaves Nanking at 9 a.m. arriving at Shanghai at 12.30 and at Hangchow at 2.30. As the journey to Shanghai is to be shortened to 6 hours, this train will not exceed six vehicles. No private cars will be allowed on it, and holders of service orders or other free-travel certificates will not be allowed to use the train. Only express-letter mail will be carried.

The ordinary mail will be sent by mid-day fast train or by morning fast train. This train will connect with the through train from Peking to Pukow via Tsinanfu, and a direct through service will thus be provided between Peking and Hangchow.

(Continued on next column).

MINER'S 254-MILE-WALK.

"DEAD TIRED AND STIFF WITH COLD."

A homeless miner who had walked from Durham to London, a distance of 254 miles, in search of work appeared at West London Police Court on a charge of wandering abroad without any visible means of subsistence.

He was John Bernard, aged twenty-nine, and a policeman said that he found him lying on the pavement at Wandon-road, Fulham, at half-past three in the morning.

"He was dead tired and stiff with cold," said the policeman, "and when I was taking him to the police station he said that he had tramped from Durham in search of work."

Bernard said that he had been out of work since February of last year. He tried to go into the workhouse, but was too late.

Mr. Marshall, the magistrate, discharged him, and asked the court missionary to see him.

The new afternoon express-train leaves Nanking at 10.30 or 17 and arrives in Shanghai at 2.30 or 24.

The new through express-train from Hangchow leaves at 7 a.m., Shanghai at 12.30 and arrives at Nanking at 20.33.

The morning express-train leaving Shanghai at 9 a.m. will connect with the through express from Pukow to Peking.

FAMOUS SCIENTIST SERIOUSLY ILL.

FORMULATOR OF THEORY OF SUN-SPOTS.

Santa Clara, Cal., April 12.—Father Jerome Sixtas Ricard, famed astronomer, weather forecaster and Churchman, is seriously ill. It was learned to-day and physicians virtually have abandoned hope of his recovery. He is 79 years old and for many years has been head of the Santa Clara Observatory and a trustee of the University of Santa Clara.

Father Ricard was born in France and came to the United States in 1873 joining the Jesuit Society while a student. He obtained his Ph.D. degree from the University of Santa Clara in 1887 and began his widely known studies of sun-spots and faculae a few years later, discovering a method of using them in forecasting the weather long in advance. For several years he has published a monthly long-range weather forecast for the United States. He is a member of astronomical societies of France, Belgium, Mexico and other countries and of many seismological societies.

The astronomer began his weather forecasts with 10 days, later advancing them to one month, two months and finally a season and beyond. His sun-spot theory has been accepted all over the world.

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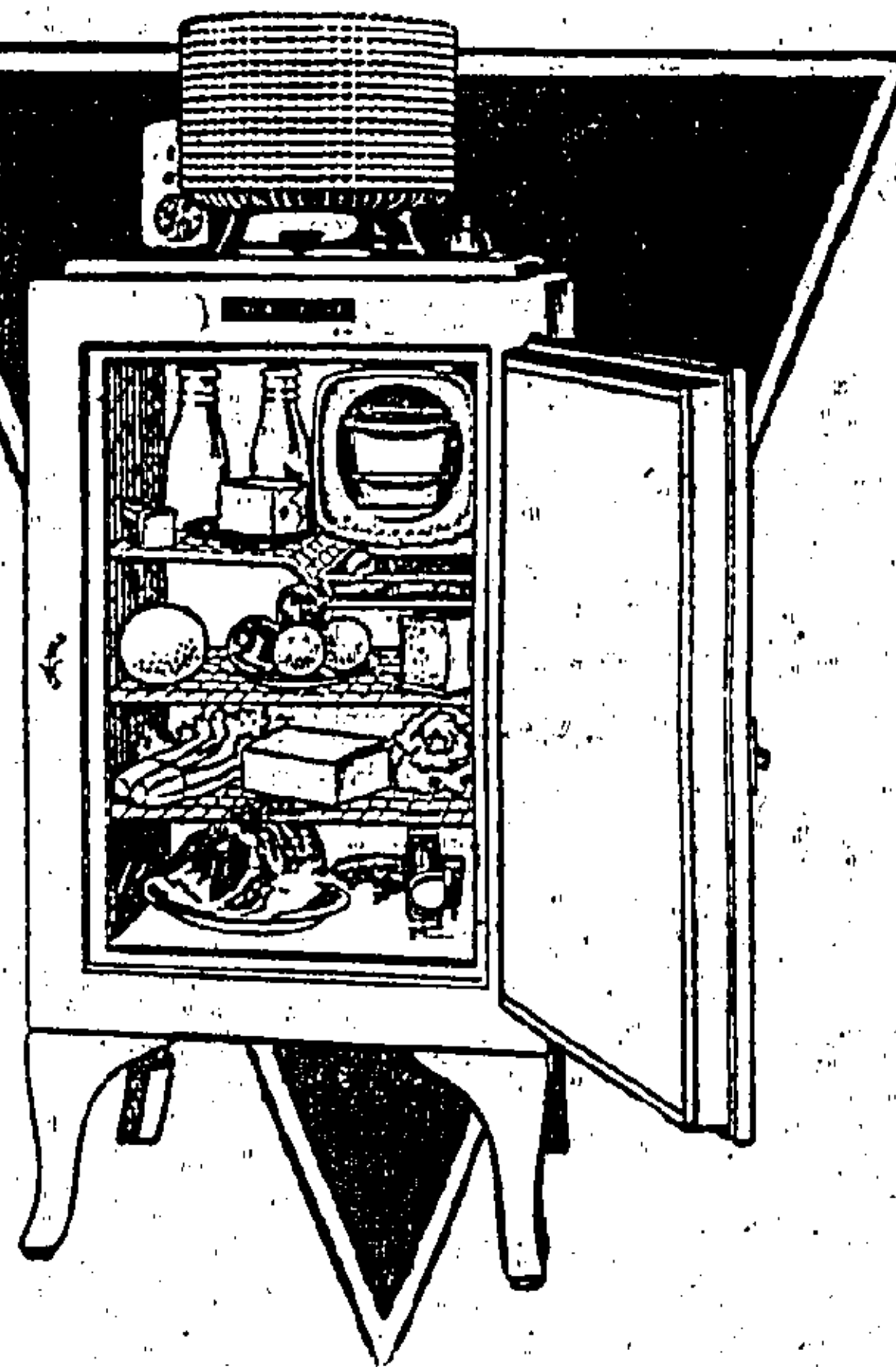
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SPORT AND ATHLETICS.

"VARSITY GOLF."

Cambridge won the Singles in the University match at Rye by 6 matches to four, and so the whole match by 9 games to 3. Illingworth and Bradshaw gave the crowd an exciting entertainment. Illingworth won by a single hole, and the general verdict was that this just represented his margin of superiority on the day. Bradshaw, however, fought so gallantly that only dire necessity prevented every Cambridge onlooker from wishing that he would halve the match.

WOMEN'S FOURSOMES.

North Hants, represented by Miss D. R. Fowler and Miss P. Lobbett, defeated Royal Mid-Surrey (Miss N. Coote and Miss R. Rabbidge) in the final of the women's London golf foursomes at Woking, by 8 up and 7 to play. In the morning round North Hants knocked out West Hill (Miss J. Hill and Mrs. A. W. Crombie) with equal ease, the margin being 7 and 6, but Mid-Surrey being too strong to beat. Burhill (Mrs. B. F. Potter and Miss Liversidge) by two holes.

In the final Miss Coote and Miss Rabbidge could only halve three holes going out. They lost the rest, but they missed several chances to lessen the margin of defeat. North Hants were lucky to run through three bunkers with topped shots during the first five holes. On the other hand, Mid-Surrey had no luck at all.

North Hants went out in 37 strokes to turn six up, and with Mid-Surrey unable to make any impression, Miss Fowler and Miss Lobbett proceeded to a very easy victory.

LONDON WIN "HEAD OF THE RIVER" TITLE.

London won the first division and Jesus College (Cambridge) II, the second division in the Head of the River rowing races against time on the Mortlake to Putney course.

The time of London was 19mins. 25secs., and in this division the next best were Thames, 19mins. 25secs.; Pembroke, College (Cambridge), 19mins. 31secs.; and Jesus College (Cambridge), 19mins. 34secs.

In the second division, Jesus College II, with 20mins. 5secs., were 15secs. better than Selwyn College (Cambridge) II, Sidney Sussex (Cambridge) being third with 20mins. 29secs.

R.M.A. v. R.M.C.

In the annual rackets match between the Royal Military Academy, Woolwich, and the Royal Military College, Sandhurst, the R.M.A. won by 4 games to nil (9-15; 9-15; 10-15; 6-15). The winners were represented by C. P. Hamilton and T. H. Hardy, and the R.M.C. by M. W. Fisher and J. R. Johnson. In a Singles match, C. P. Hamilton lost to M. W. Fisher by 2 games to nil (13-15; 3-15).

SUZANNE'S LEGS.

Mike, Suzanne Lenglen, is out of the lawn tennis game to-day because her legs were undeveloped and could not stand the strain of competition.

"I saw brilliant Suzanne at Pittsburg when she was on her tennis tour with Vincent Richards and the other members of Pyle's troupe, and even then she was complaining about her legs," says a correspondent in an exchange.

"I bet as hard as ever," she cried, "and always I place perfect the ball. But I grow tired quickly and my legs zigzag in a hard match."

Which told the story of her tennis career. "As a child she had learned to drive with accuracy and strength and her arms became powerfully muscled. She had within herself a great driving force, and this combined with her uncanny court strategy made her the wonder of her time and the champion of the world. But she had not taken leg exercises, allowing the action she got in a match to take care of them. It was not enough. Her legs failed her."

T. P. PERKINS FOR AMERICA.

T. P. Perkins, of Castle Bromwich, Birmingham, has definitely decided to make America his home, and will leave for the United States in November. He will defend his title as British Amateur Champion at Royal St. George's Links, Sandwich, in May.

THREE INTERNATIONALS ON TRANSFER LIST.

The directors of the Burnley Football Club have announced that they are prepared to accept offers for any of their full backs—McCluggage, Waterfield, Knox, Heap, Flack and Willingham. McCluggage and Flack are Irish internationals, while Waterfield has played for England.

TENNIS AT CASTLE RUINS.

Dudley Castle ruins and the beautiful grounds, in the heart of the "Black Country," are being made still more attractive by an extensive scheme planned by the corporation, which some time ago leased the ruins at a nominal rental from Lord Ednam. The walls surrounding the old ruins are to be repaired, the old moat is being restored, and rockeries and gardens are being made near the principal walks. Clearances will be made for the provision of open spaces, tennis courts, and bowling greens. The castle is among the noblest ruins in the country, while geologists should still find its surroundings fertile ground for fossil-hunting.

LEAGUE APPLICANTS.

The following have made application for admission to the Football League:—The Argonauts, Poole, and Thames for the Southern Section, and Connah's Quay and Mansfield Town for the Northern Section. Mansfield are willing to compete in either section.

WOLVES' CENTRE FORWARD JOINS CHELSEA.

Reg Weaver, the Wolverhampton Wanderers' centre forward, was transferred to Chelsea at a fee understood to be about £5,000. Weaver joined the Wolves in November, 1927, from Newport County, as an inside right. He was then twenty-one years old. He stands 5ft. 5ins., and weighs 11st. 11lbs. He has only been absent from the Wolverhampton team three times this season, and heads the list of scorers, with eighteen goals. He is a native of Radstock, Somerset.

COLLEGE AND FACTORY BOYS.

A junior Rugby team from a factory at Dursley, Gloucestershire, were entertained by the boys of the Imperial Service College, Windsor.

A match was played with the college junior fifteen on one afternoon. The factory lads remained at the College overnight, and, under the guidance of their hosts, Windsor Castle and some of the sights of London were visited the next day.

The Rugby match, which was won by the College team, was played in the best sporting spirit.

THE WOMAN'S CORNER.

TAKE TIME TO TACK.

Many home dressmakers will soon be thinking of summer frocks, and sewing will be the order of the day. Have you ever realised that the way you tack garments together before sewing may either make or mar their fit and appearance?

Tacking is not merely meant to keep two layers of material together, but to keep them together accurately; for as you tack so you sew.

It is no use folding a hem down and tacking into place unless your stitches are firm enough to keep it in that position while you sew it. So set about the task methodically.



Always use fine needles, for tacking unless you are working on thick material; otherwise your stitches will leave ugly holes. If you are taking pleats that have to be pressed afterwards it will pay you to use sewing silk instead of cotton, because this does not mark when pressed, as cotton is apt to do.

Try to make your tacking line just a fraction of an inch away from your sewing line, and be careful to keep finishing tacking stitches clear of the sewing line. Otherwise, bits of tacking threads get caught in the machine, and one does not always bother to pull them all out. So the garment never looks properly finished.

Tailors' tacking is indispensable when making up dark material, on which the tracing wheel marks cannot show, and when both sides of the material must be clearly marked.

To do this, take a long needleful of cotton and double it. Now make alternate long and short stitches through both thicknesses of the material, and loop each stitch.

(Continued at foot of next column).

MISS RED HAIR.

Women with red hair who pine to wear the bright colours so charming for brunettes or the pastel shades beloved by blondes have no necessity to do so.

Miss Red Hair will always look her best and most attractive in black and navy blue. She should affect a studied simplicity, plain lines, dark tones and extreme smartness, while being very careful to avoid masculine styles.

Simple Jewellery.

For evening wear rich materials in severe colours and simple lines will suit her admirably. The gowns may be embellished with colours and sprays, but the background is best kept dark. If jewellery is worn it should be only the simplest and best.

When bright colour is really desired, the choice depends on the complexion. When the skin is inclined to be pink, it is safest and most becoming to remain loyal to black, navy blue and the harder greens.

Unbecoming Pinks.

If Miss Red Hair is blessed with a wonderful creamy skin, she may choose various soft shades, but particularly greens. Pinks are to be avoided. Unless she discovers the one pink shade in all the world that will tone with her colouring, the red-haired woman will steer clear of pinks altogether.

With red hair, dark eyebrows and lashes, a pale face and bright mouth, it is not a very difficult task to always present a charming and distinctive appearance.

material, and loop each stitch. When you have finished tacking, pull the two sides of the material as far apart as the tacks will let them go, and cut the stitches between them. Then each piece is clearly marked, ready for making up.

Take tacking threads out as carefully as you put them in. From coarse materials simply pull them out by means of the big knot that you put at the beginning of the thread. For fine materials cut each stitch and remove separately.

NEW RHUBARB GIVES COLOUR TO THE TABLE.

Nothing looks more attractive on the table than a dish of pale pink stewed rhubarb, flanked with a glass jug of pale yellow custard. To look its attractive best the rhubarb must be kept whole in the stewing; rhubarb cooked to a "mush" looks so unappetising. To make sure of the rhubarb keeping whole cook it as follows:—

To 1 lb. of fruit allow 4 ozs. of sugar and half a pint of water. Boil the sugar and water together for ten minutes. Wipe the rhubarb and cut into one-inch strips. Keep the skin on. Add the fruit to the syrup and stew gently in the oven until it is soft. Do not allow it to boil. If liked, the colour can be deepened with a few drops of cochineal. A strip of lemon rind added improves the flavour.

Make a custard sauce with one egg, half a pint of milk, a teaspoonful cornflour and a teaspoonful sugar. Mix the cornflour to a paste with a little cold milk; boil the remainder of the milk and add the cornflour. Stir until boiling, and cook for three minutes. Allow to cool a little and add the sugar and beaten egg. Return to the heat and stir until the egg thickens, but do not allow to boil again. Add a few drops of vanilla essence.

Individual Glasses.

Another attractive way of serving is to place the stewed rhubarb in individual sundae or grape-fruit glasses, add a little of the juice, and mask with the custard. On the top put a few dabs of whipped cream or whipped white of egg.

Rhubarb fritters are delicious. Make them with French batter. This is how it is made.

Two and a half ounces flour, a desiccated spoonful salad oil, half a gill tepid water, white of one egg, and a pinch of salt.

Mix the flour with salt and pour the oil in the centre. Add the tepid water gradually, stirring well, and beat until quite smooth. Stand aside half an hour or longer; then fold in the stiffly beaten white of egg, and use immediately.

Golden Brown.

Wipe the rhubarb and cut into inch lengths. Have ready a pan of smoking hot lard. Coat the fruit with batter and fry until golden brown. Drain well and sprinkle with caster sugar.

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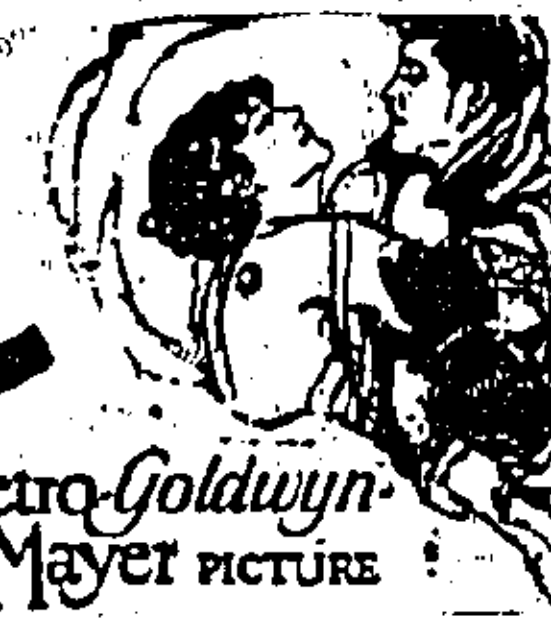
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TREASURY'S NEW PRECAUTIONS AGAINST FRAUD.

BANK VERSUS GOVERNMENT CASE RESUMED.

ACCOUNTANT'S CROSS-EXAMINATION BEGINS.

Mr. T. Black, the Treasury Accountant, completed his evidence and was cross-examined at some length by Mr. F. C. Jenkin during yesterday's resumed hearing of the case before the Chief Justice (Sir Henry Gollan, K.C., C.B.E.), in the Supreme Court in which the Attorney-General, on behalf of the Hong Kong Government, is suing the Hong Kong and Shanghai Banking Corporation for the re-crediting of a sum of \$200,407 as a sequel to the Treasury frauds for which Carvalho Yeo is still undergoing a long term of imprisonment.

It is contended by the Government that cheques under dispute were forgeries and, therefore, payment by the bank was unauthorized. The main points of the defence are alleged negligence on the part of the Government and a denial that signatures on the cheques are forgeries.

Mr. Eldon Potter, K.C., and Mr. H. G. Sheldon are for the Attorney-General and Mr. F. C. Jenkin for the Bank.

The special jury consists of Messrs. H. A. Lammert (foreman), G. F. Haslup, R. M. Dyer, S. M. Churn, B. Wong Tape, C. L. Sandes and Wong Kwong Tin.

JURY VISIT THE TREASURY.

Mr. Black, Treasury Accountant, said that Carvalho Yeo joined the Treasury on September 1, 1928, as a clerk in charge of the water rate collection book at a salary of \$1,000 a year. The books, of which he was in charge, were kept in a safe, in which cheque books, both current and reserve, were also kept. Yeo had access to the safe. He left the Government service on January 8, 1928, saying he had a quarrel with a superior officer. He forfeited 25 days' salary in lieu of notice.

Witness added that at the November Criminal Sessions, last year, Carvalho Yeo was convicted for uttering three forged cheques. Those same cheques were the subject matter of the present action.

New Precautions.

Mr. Black said that the reserve cheque book was now kept in the Treasury's own safe in his office while the current cheque book was locked in a drawer of the general office safe, and not left loose in the safe as before.

When cheque books are empty they are now examined by witness and the covers retained whole. Witness now puts his initials to entries in the cash book when he signs cheques. He also inspects the cheque book each day to see what unused cheques there are.

Cheques for amounts exceeding \$500, paid over the counter, are not signed by him until they are called for by the payee. All new cheque books received are inspected by two officers to see that the full number of cheques are inside, after which both officers initial the books. The same two officers again examine the books when they are returned from the printing works at Victoria Gaol.

Another alteration made, added witness, is that all cheques for amounts exceeding \$1,000 are crossed whether the payee wishes it or not.

Mr. Sheldon here stated that the examination of Mr. Black was concluded, and the Court adjourned for the jury to visit the Treasury offices.

Cross-Examination.

Mr. Jenkin cross-examined asked Mr. Black if the effect of his evidence was that Tsang On Wing was beyond reproach. Mr. Black replied in the affirmative.

Witness agreed that it was Tsang On Wing's duty to order cheques and to receive them from the bank. Mr. Jenkin: On bringing a new cheque book into use would it be Tsang On Wing's duty to see that it contained the right number of cheques?—I can't say that. It would be a matter for him.

Witness said that the cheque book ordered on November 2 was used by Tsang On Wing on November 30 and also on December 1. On the following day it was discovered that the number on the cover had been altered and that thirty cheques were missing.

Mr. Jenkin: If you had been engaged in duties connected with the cheque books and for the first time in seven years an occurrence like this had taken place what would you have done about it?—It is difficult to say. I know now what I should do about it. It is easy to be wise after the event.

Would it have raised in your mind, and mark you it is assumed that you had twice checked the book and acknowledged 300 cheques as having been received, any suspicion?—It may have done. I can't eliminate subsequent events from my mind. I know banks have made mistakes in sending out cheques.

"All Speculation." I ask you once more and for the last time what you would have done either thought or done if an occurrence of this kind came before your notice if you were in charge of ordering cheque books?—I can't say definitely.

I put it to you, Mr. Black, that inevitably you would have taken some action upon it?—It is very likely.

It put it to you that if you had proper regard for the Treasury and the bank you would have taken some action?—It is probable.

You would have thought that there was something wrong?—I might have done. It is all speculation.

Witness later agreed that he would have reported an occurrence of that kind.

Probabilities.

Mr. Jenkin: It would not occur to you that one of the first essentials would be to find out from the bank why it was that only 370 cheques had been sent whereas they held your knowledge for 600?—It is difficult to say what would have been done.

Questioned with regard to the second cheque book which Mr. Jenkin pointed out was brought into current use on December 20, operated that day and the whole of the following day and then found to have altered numbers on the cover, he replied that if he had reported the first case the second would not have arisen.

Mr. Jenkin: In other words thirty cheques could not have been taken out as precautions would have been taken to prevent it?—Yes.

And the three disputed cheques would not have been taken out?—Yes.

Witness agreed that if he had seen the cheque book two days before and then he found it with altered numbers he would have reported the occurrence to his chief.

Not An Inflexible Rule.

In cross-examination, witness said that 1,112 vouchers had been checked but a large number of those were not passed by him until January because he had not signed the cheques included on the vouchers until then. The checking process would be at highest pressure toward the end of the month.

Mr. Jenkin: The cheques at that time requiring signing were placed on your desk?—In working hours.

If you leave your desk they remain there?—If I move about in the office they remain on my desk.

Mr. Jenkin held up three cheques for witness's inspection. The cheques overlapped so that only the bottoms of the two underneath cheques were visible.

Do you ever sign cheques like this to save time?—Under no circumstances.

Do you look for the words "dollars only" on every cheque of the 10,000 you sign during the course of the year?—I don't look for the words but I would notice their absence if they were, not written.

If a cheque passed you in that manner it would be simple to add the additional figures?—For a very good reason. I could not do it myself.

Mr. Potter Objects.

Mr. Potter asked His Lordship if that suggestion of defence would be allowed as it had very grave possibilities and he had not heard of it before that moment. His Lordship replied that Mr. Jenkin was entitled to ask those questions. He could mention the suggestion during his opening, but not afterwards.



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His Lordship: Supposing a trick of this nature was carried out, what about the voucher?—I slipped my memory on that occasion.

Witness: That would have to correspond with the cheque.

Mr. Jenkin: Assuming that a person forged a cheque in this manner, could he not forge a separate voucher?—No.

Why? Because of Tsang?—No, the voucher and the cheque would go to the registry clerk from my desk, and it would then go from him to the shroff if payment was required to be made over the counter, but if it was a departmental cheque, then it would go to the department concerned.

Coming back to the discovery of the missing cheques. It did not occur to anyone to ask Tsang to assist in clearing up this matter?—He was taken into the Treasury's office after the stubs of the cheque books had been found.

Did you not go to Tsang, your right-hand man, and say, "What about this?"—No, I reported it to Mr. Messer. He sent for Tsang.

Right away?—As far as I can recollect. He sent for Tsang and sent him for the stubs. I remember him saying something about two cheque books being short.

The discovery of the fact that the covers of the cheque books had been tampered with was made without the assistance of Tsang?—He assisted in finding out that the other 30 cheques were missing. I think he must have mentioned that two books came back short from the bank.

Before the second book was discovered?—I am not certain of that. I was not in the office all the time.

Friendly Visit to Bank.

You remember the serial numbers of the memo you brought back from the bank?—Yes, one of them refers to one of the missing cheques.

Witness went on to say that he carried the stubs of the cheque books to the bank absolutely ignorant of the fact that a number of cheques were missing.

Your visit to the bank was quite friendly?—I intended my visit to be a friendly one. As friendly as one can be with the Hong Kong Bank (Laughter).

Why did the auditors of the Government go there?—I don't know. Mr. Jenkin referred to his notes taken at Yeo's trial.

"Did you say anything to officials of the bank about Mr. Messer's signature or Tsang's handwriting in the body of the cheque?" was one of the questions I put to you. You replied, "No." Now you say you mentioned it. Why did you not mention this at the trial?—We were all over the place then.

Are we not all over the place, as you term it, now?—We were more so then than now. It was very difficult to follow your questions.

What did you mean?—I was probably thinking about Mr. Haggerty's desk at the trial. I slipped my memory on that occasion.

"A Mare's Nest."

Mr. Jenkin re-read other questions put to witness at the trial at his answers to them.

You are sure you denounced the body of the cheque?—I have always been clear upon the point.

Yet you definitely denied it to me when I asked you the question on an earlier occasion. Am I to understand that you suggest that by the time this meeting at the bank was concluded, everybody concerned should have had a very clear knowledge of the fact that three cheques had been forged?—Yes, they should have been quite clear.

They should have had no doubt at all by reason of your protestations?—They had my declaration that the signature was not mine.

In point of fact, you referred to it as "a damned good forgery"?—Yes.

Why did the Government auditors regard it as "a mare's nest"? Was not that their view at the end of the interview?—I don't recollect.

Two auditors thought everything would be all right, yet you had denounced the cheques as being forgeries?—I can't be responsible for what they thought.

The case was then adjourned until Monday morning next.

CINEMA NEWS.

"THE BIG CITY" TO-DAY AT QUEEN'S.

With a large cast headed by Lon Chaney, a tale of mystery and intrigue is unfolded in "The Big City," which will be shown at the Queen's to-day, until Saturday. Chaney plays a New York gangster leader and exciting scenes of the hold-up of a fashionable night club, and police raids, are among the highlights of the picture.

WUSHI-WILL BE MADE SERICULTURE CENTRE.

A scheme to make Kiangsu Province a greater silk-producing area with Wushi as the centre of the industry has been formulated by Mr. Ho Yu Shu, Provincial Commissioner of Agriculture and Mining, and submitted to the Provincial Government for approval. According to the project, sericultural stations are to be established at Wushi, Wuhshien, Wukiang, Changchow, Tanyang, and Quinsan for the raising of the silk worm, while a mulberry tree experimental station is to be opened at Chinkiang, the new provincial capital.

PLAIN CLOTHES MAN ARRESTED.

CONSPIRACY TO EXTORT MONEY FROM HAWKERS.

Wong Kam Shing, a plain clothes officer of the Hawkers' Department of the Hong Kong Police who was apprehended on Tuesday, was brought before Major C. Wilson yesterday for the conspiracy to extort money from hawkers.

It will be recalled that on Tuesday four hawkers appeared before his Worship charged with aiding and abetting in the conspiracy. Wong Kam Shing, in addition to facing the charge of conspiracy has to answer a count of misconduct as a police officer.

Chief Detective Inspector Reynolds, who prosecuted in the case of the four hawkers, also prosecuted yesterday's case. Addressing his Worship, the C.D.I. said he understood that the defendant was represented by a local firm of solicitors and he asked his Worship to fix the question of bail. "The Police," said the C.D.I., "have no objection to \$1,000, but that is the least they would approve of. I am asking for a formal remand until the 30th, when the four men who were before you yesterday come up again."

His Worship remanded the defendant until April 30, fixing bail at \$1,000.

The defendant: Will your Worship reduce bail to \$500.

His Worship: No, certainly not. Defendant: I have arrested many hawkers and.

His Worship: I have said "No."

SMALL-POX AND DIPHTHERIA.

LAST WEEK'S RECORD OF CASES.

Only 18 new cases of small-pox, 7 from Victoria, 8 from Kowloon and 3 from Shaikwan, were reported last week. All patients were Chinese. The death toll remained at the high figure of 23. Four more cases were reported on Monday.

There were also 7 new cases of diphtheria (2 British and 5 Chinese) with 3 fatalities, and 1 case (fatal) of enteric.

On Tuesday, it is satisfactory to note, there was no fresh case of small-pox. The only notification of diseases was an American imported case of meningitis.

PREPARATIONS FOR WAR.

KWANGTUNG MOVES AGAINST KWANGSI.

COMMUNISTS EXPLOITING THE SITUATION.

THE PLAN OF CAMPAIGN.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, April 24. General Chen Tsai Tong held another military conference yesterday morning at Government House. Among those present were General Chiang Kwang Nai (3rd Kwangtung Division), Colonel Tang Yin Wah (Vice-Commander, 2nd Division), Colonels Yu Han Mow, Heng Hon Ping, and Chen Cheung Po (1st Division), and Tsai Ting Kai, Wan Ying Kui and Li Mo Tze. Strict secrecy was maintained and the conference lasted two hours.

It appears that Kwangtung is going to obey the orders of Chiang Kai Shek and declare war on Kwangsi. General Chen Tsai Tong has ordered the Second Regiment of the First Division to leave Shui-kwan at once for the West River districts. Colonel Yu Han Mow's Regiment is leaving Shui-kwan today. The protection of the West River districts was formerly entrusted to this Regiment, but it was recently ordered to the northern border of the Province. Since then the West River districts have been left to the Training Corps under Captain Chang Dai. The protection of Shui-kwan and other border towns is now left to the Third Auxiliary Corp under Chen Kiu.

TROOPS FOR WEST RIVER.

The sudden transference of troops from Shui-kwan to the West River districts is looked upon in local circles as a portent of a serious clash with the Kwangsi faction. In view of the reported Communist bandit depredations in the vicinity of Shui-kwan and Southern Kwangsi, there is still great need of troops in the North if they were not required to attack Kwangsi.

According to the latest reports, the bandit Communists under Chu Tuk and Mo Chai Tung have captured Nankin in Southern Kwangsi and are rapidly advancing towards Kanchow, a strategic point just over the Kwangtung border. They were repulsed with heavy losses by General Chu Pui Teh in Kwangsi and are now retreating towards Kwangtung. The Kwangsi authorities have wired Kwangtung to cut off their retreat, but instead of taking steps to do this the Kwangtung troops are being recalled leaving the northern border scantily protected.

Another indication of war-like preparations on the West River is the despatch of the large gunboat Kiang Han to Ho How near Sam sui and there are several small gunboats patrolling the West River above Samshui. But the Canton authorities thought they were not sufficient to deal with a serious situation, should it arise unexpectedly and the presence of the Kiang Han should materially strengthen the protection of west border of Kwangtung.

WAR TO THE KNIFE!

The Central Government and Chiang Kai Shek are, in fact, determined to clean up the Kwangsi Clique. Chiang Kai Shek is planning to despatch a strong military expedition into Kwangsi and Kwangtung has been repeatedly ordered to participate in the expedition, but so far owing to the conflicting view-points of the leaders nothing has been done. The latest reports from the North state that General Ho Chien, the present strong man of Hunan and a close follower of Marshal Chiang Kai Shek, is also preparing an expedition into Kwangsi "to clear out the rebels and complete the unification of China." General Fan Shieh Shang, one of Ho Chien's subordinates, is moving westward through Southern Hunan into Kwangsi. The "Frontiers" under Mow Pui Nan and Chu Kai Yat will attempt to enter Kwangsi from the north side. No public announcement has been made as to what part Kwangtung will play.

NO MONEY FOR KWANGSI.

Whether or Kwangtung is still giving money to Kwangsi for the maintenance of its armies is not certain. There is a rumour that the Canton regime is still sending some \$300,000 a month to Kwangsi "for disbandment purposes." According to another rumour, this money is paid on condition that Kwangsi will not attack Kwangtung. However, according to Mr. Chen Ki Mo, the new Finance Commissioner, all the money formerly given to Kwangsi and Wuhan will be devoted to improvements in Kwangtung. This statement, which was given to the local Press for publication, was to be taken to mean that Canton is no longer contributing any money to Kwangsi.

SENTENCE DAY.

48 YEARS BETWEEN 11 PRISONERS.

JUDGE'S STERN WARNING TO ROBBERS.

Sentences on prisoners convicted at the current Criminal Sessions were delivered by the Puisne Judge (Mr. Justice J. R. Wood) yesterday. Eleven prisoners, some of whom admitted the charges in four cases, and others who had been found guilty by the jury, received terms of imprisonment totalling 48 years. His Lordship commented on the gravity of their crimes in the cases of several prisoners and some severe sentences in addition to strokes of the "cat" were imposed.

Pan Liu and Wong Tai Chuen, who pleaded guilty to a charge of robbery at 2, Kee Hing Street, when jewellery and a sum of \$471 in money were stolen, were each sentenced to five years' imprisonment with hard labour.

A Lesson to Robbers.

A haul of over \$1,000 was taken from 24, D'Aguiar Street, on March 5. Addressing Chan Shu, Chan Kai and Wong Yu Fan, the three prisoners who pleaded guilty to a robbery charge, his Lordship said that he was passing sentences which would impress on them the gravity of the crime, and teach them not to behave in that way in future. It would be a lesson not only to the prisoners but serve as a warning to other persons. The sentences in each case would be five years' hard labour and twelve strokes of the cat.

Another prisoner, Lo Man, who was found guilty by the jury on a charge of receiving stolen property in the same case, was sentenced to three years' hard labour. Sentences of five years' hard labour and twelve strokes were also passed in the case of Li Kui, Mak Kwai and Ah Wun, found guilty of robbery at 78, High Street, on February 7. The second prisoner was convicted on an additional charge of possession of a revolver at the time of the robbery, and on this he was sentenced to three years' imprisonment, concurrent with the other sentence.

Lenient Sentence for Hotel Boy.

Chan Kin Shun, a lift-attendant at the Hotel Metropole, was found guilty of possession of a revolver and five rounds of ammunition. Addressing the prisoner, his Lordship said it was clear that he had been assisting a band of robbers, and had received the arms from a person who had been just been convicted. Prisoner was young, and his employer, Mr. Leung Hing Kee, had spoken well of him. But for these circumstances the sentence would have been heavier. Prisoner was sentenced to two years' hard labour.

Yan Ngau, who pleaded guilty to highway robbery of a pair of earrings and \$15.50 in money from a woman at Wongneichong Gap Road on January 8, was given three years' hard labour.

SHANTUNG MEN FOR CANTON POLICE.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, April 24. Canton's Police force will be strengthened by 20 Shantung men, who were engaged in Shanghai. They have arrived in Canton and are being trained in the Police Training School, Wai Foo Road, East. The School has at present about 600 students. The Shantung recruits will become regular members of the Canton Police force as soon as they have mastered their duties. They are big men, taller and stouter than the average Cantonese.

NEW APPOINTMENTS.

CHINESE REPRESENTATIVE AT LABOUR CONFERENCE.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, April 24. Mr. Ma Tsiu Tsoon, Commissioner of Reconstruction, has been appointed by the Central Government as China's delegate to the International Labour Conference to be held in Geneva, and he is preparing to leave for Europe as soon as he can. He is expected to be away from Canton for three months, during which time his chief secretary, Mr. Wong Yuen Pui, will be acting Commissioner.

To Canton Customs.

Mr. Yung Kwei Ting, the newly appointed Superintendent of the Canton Customs, formally assumed office yesterday in the Provincial Treasury Building.

SHIP-OWNER, HEAVILY FINED.

INTERFERING WITH OFFICER ON WATCH.

WHY THE CHARLES HARDOUN'S CHIEF OFFICER WAS DISMISSED.

HARBOUR MASTER'S INDIGNANT COMMENT.

Before the Harbour Master, Commander G. F. Hole, R.N., at the Marine Court yesterday morning, Chow Jar Hoo, the manager of the Sai Nam Steamship Company was convicted of unlawfully going to the navigation bridge of the Charles Hardoun whilst under way off Castle Peak Bay on April 13 and behaving in such a manner as to obstruct the officer on watch in charge of the navigation of the ship.

Remarking that he considered it as serious an offence as any owner could commit, the Magistrate imposed the maximum penalty of \$1,000 with the alternative of six months' imprisonment.

The defendant was summoned at the instance of Mr. Alfred George Corbin, formerly Chief Officer of the s.s. Charles Hardoun who alleged that the defendant came to the navigation bridge at 10.30 p.m. on April 13 whilst the vessel was under way and behaved in the manner described.

Mr. G. K. Hall Brutton prosecuted on behalf of the complainant and Mr. F. H. Loseby was for the defence. Captain T. T. Laurensen, of the China Coast Officers' Guild, was present in the Court as were a number of river boat masters who followed the proceedings with keen interest.

The Case for the Prosecution.

In outlining the case for the prosecution, Mr. Hall Brutton quoted the Section of the Merchant Shipping Act under which the proceedings were being taken. On April 13 the s.s. Charles Hardoun was on the Kowloon-Hong Kong service and at 8.10 p.m. the Master handed over the watch to Mr. Corbin, the Chief Officer. Approaching Pillar Point Mr. Corbin noticed that the s.s. Yuet On which was ahead, was slowing down. He ordered the engine room telegraph to "slow." Later the defendant appeared on the bridge and made remarks about the officer being "no use," and threatened to dismiss him for slowing down the ship. Later the Master was summoned and the vessel was ordered "Full ahead," again.

"The whole gist of the case is this," said solicitor, "has any passenger on a ship the right to come on the bridge and obstruct, either physically or by any other conduct the navigation of the vessel." Continuing Mr. Hall Brutton remarked that there was no greater offence than for the Manager to force himself on the bridge and give directions about the navigation of the ship. This charge concerned every Captain and Officer on the China Coast and all other ships owned by Chinese.

"There were 768 passengers on board the s.s. Charles Hardoun at the time and the Chief Officer was responsible for the safety of the lives of everyone on the ship. I am going to ask your Worship to take a serious view of the offence, and to find the defendant guilty of interfering with the navigation of the ship, which he undoubtedly did do," said Mr. Hall Brutton.

The following day notice was given to the complainant that his services were no longer required and for no other reason than that he slowed down the ship. "Your Worship, I submit that when a person is left in control of the ship, except the Captain, no other person can instruct or impede him in his opinion, he should decide to slow down the ship. No one can countermand that order except the Captain," concluded Mr. Hall Brutton.

The Chief Officer's Evidence.

Mr. Alfred George Corbin, said that he was the Chief Officer of the s.s. Charles Hardoun until April 17. On April 13, the s.s. Charles Hardoun was on her usual voyage from Kowloon to Hong Kong. Shortly after 8.10 p.m. he relieved the Captain on the bridge. He was then left in sole charge of the ship with the No. 1 pilot on the bridge. At about 10 p.m. the vessel was off Pillar Point. He saw a vessel which he knew to be the s.s. Yuet On about two cables ahead, slightly on his starboard side. Another steamer was ahead on his port bow about three quarters of a mile away. He considered it essential to ring the engine room telegraph to reduce speed. He had been overtaking the s.s. Yuet On from about 15 miles back and he was also overtaking the other vessel. In about six or seven miles further his vessel would have been ahead of the s.s. Yuet On and possibly passed her but not clear. This would have been at about Capsicum Pass.

The Magistrate: Would that be dangerous to navigation?—Yes, I considered it so.

"My Pilotin Pilot."

Witness continued and said that shortly after he had given the order to slow down the pilot approached him and said "What for you slow down." Witness replied "My pilotin pilot." The pilot left him and later he heard the grilles being opened. Turning around he saw the defendant standing on the bridge. With him was the Chinese Purser. The defendant asked for the Captain at the same time saying "What for you stop my ship, I want ship to go on." Witness said

that he explained briefly that he slowed down for safety's sake.

The defendant replied that he (witness) was no use and that he would pay him off. The Captain appeared and witness explained that the defendant was complaining about his action. The Captain went to the forepart of the bridge and examined the situation. The Captain later put the engines at full speed ahead. During the time the Captain was there, the defendant repeated that he did not want him (witness) and that he would pay him his wages and he (witness) was to go.

Witness said that this was confirmed the next morning when he was handed a letter by the captain who remarked that the "owner had stood by his words."

The letter was read to the Court and was as follows:—"I have been requested by letter from the Manager of the s.s. Charles Hardoun to ask you to resign your position and hereby accept notice that your service will not be required at the end of the next trip, April 17. The reducing of the ship's speed without reasonable cause has led to this decision chiefly," signed the Captain of the s.s. Charles Hardoun, J. C. Mackenzie.

Complainant's Reasons for Summons.

Questioned by Mr. Loseby, witness said that he had taken up the case to vindicate the rights of officers of vessels on the China Coast, and that it was no question of a personal grudge.

Mr. Loseby: Do I understand that you refused to sign off?

Witness: Oh no. I merely gave the shipping master to understand that I intended to prosecute someone.

Further cross-examined, witness said that the Captain did not give him any instructions to call him when he left the bridge that night. There was an understanding when he first joined the ship that he was to call the master in any case of doubt.

Mr. Loseby put it to the witness that the defendant came to the bridge and asked the Captain to ask witness why he stopped the ship. Witness denied this.

Further questioned, witness said that he was quite calm at the time, and was not excited. The defendant had been on the bridge when the vessel was in port, but never whilst under way. The defendant was on the bridge for fully 10 minutes.

The Captain's Evidence.

John Campbell Mackenzie, said that he was Captain of the s.s. Charles Hardoun. He was called to the bridge some time after 10 p.m. on the night in question. The defendant was there.

Mr. Brutton: Was he there at your invitation?

Witness: "No, but the Magistrate: Just answer the question."

Witness: No. Mr. Brutton: In consequence of what happened that night, were you instructed to dismiss Mr. Corbin the next day?—Yes, for stopping the ship without reasonable cause.

Mr. Brutton: From whom did you get the information that it was without reasonable cause?—From my own observation.

Mr. Brutton: But how could you when you weren't on the bridge at the time?—I don't know exactly, but

Mr. Brutton: Please tell us where you got the information? Was it from the manager?—No, from my own observations.

Mr. Brutton then remarked to witness that it was 10.14 p.m. or 10.15 p.m. when he came to the bridge. The ship had by then slowed down for at least ten minutes. This would have given the s.s. Yuet On ample time to draw ahead.

Witness replied that it was so.

Mr. Brutton: You yourself waited two minutes before you ordered "full ahead"?—Quite true.

The Word "Chiefly."

Mr. Brutton: Why did you add the word "chiefly" to your letter? Because it was the principal reason.

Mr. Brutton: Did you show it to the owners before you delivered it to Mr. Corbin?—No.

Mr. Brutton: You mean that he was not wrong in reducing the speed?

The Magistrate intervened and remarked to Mr. Brutton that if the questions were confined to the charge, which was whether or no the defendant did cause obstruction or impede the officer on duty, the case would get along much better. The Court was not concerned with why Mr. Corbin was dismissed.

Permission to See the Witness.

Questioned by Mr. Loseby, witness said that he had sailed frequently with the defendant and had given him general permission to see him should he wish at any time. He was not exactly awakened by the defendant, but the defendant called to him. He was awakened by the voices on the bridge. No one spoke to him when he came out.

He spoke to the Chief Officer who said that the ship would overhaul the s.s. Yuet On at Capsicum Pass.

The Captain gave as his opinion that the s.s. Yuet On was faster than the Charles Hardoun. The defendant spoke to the complainant before witness put the telegraph full ahead saying that he (defendant) would get another mate. When he (witness) came out of the cabin, the defendant said that the ship should be going full ahead because nothing was in the road.

Magistrate's Searching Questions.

Magistrate: Do you consider that a person on a ship, whether a passenger or manager can come on the bridge and give orders as to the management of the ship?—But in this case.

Magistrate: I want a direct answer as a Master Marine.

Witness: No, certainly not.

Magistrate: Thank you. Do you also consider that applicable to the officer on watch who was left in charge of the ship?—Yes.

Magistrate: If a passenger comes to the bridge and gives unsolicited advice to the officer on watch, do you consider that justifiable or unjustifiable interference?—Unjustifiable.

Mr. Loseby then enquired of the Magistrate was it not the owners' right to enquire from the Captain why the ship had been slowed down.

Magistrate: No, not in the least.

For the Defence.

Mr. Loseby for the defence said that it was admitted that to question the officer on watch as to his actions was grossly improper. But in this case, the owner had merely gone to the bridge to enquire from the Captain why the vessel had been stopped. Mr. Loseby also thought that the owner had a right to give orders to the chief officer through the Captain, and which he submitted was what had happened.

Bully-Ragging.

The Magistrate in reviewing the evidence said that it was obvious that the defendant had come to the bridge "bully-ragging—to use a slang term—for slowing down the ship before the Master was called. No evidence had been given by the defence to refute this evidence. Further, he held that the owner had intimidated his word and had committed an offence under the section. To hold a threat over the head of an officer in charge of the vessel was a very serious offence. It brought tremendous moral pressure on the officer who might do actions that would endanger the lives of passengers aboard the ship. This practice was not infrequent on the China Coast where Chinese owners have held threats of instant dismissal over the heads of officers. The practice of interfering with officers in the execution of their duties had to be stopped. All the evidence went to prove that Mr. Corbin was justified in doing what he did.

He had no option but to find the defendant guilty.

His Worship then imposed the maximum penalty of \$1,000 with the alternative of six months' imprisonment.

Mr. Loseby asked if the Magistrate, in view of the heavy fine, would allow one week's time to raise the funds. The Magistrate replied that there was absolutely no reason for it, but allowed the defendant six hours.

Mr. Loseby: Could your Worship consider a reduction?

Magistrate: No, I can't. I take a most serious view of the offence.

THE COMPLETE ANGLER.

DYNAMITE AND KEROSENE!

At the Kowloon Magistracy yesterday before Mr. T. S. Whyte Smith, the master of a fishing junk was fined \$10, or in default, to fourteen days' imprisonment, for unlawful possession of ten sticks of dynamite, nine detonators and one piece of fuse. The dynamite was found by the police on board the junk, amongst a cargo of kerosene.

The defendant explained that he kept the explosive for fishing purposes!

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[7698]

NOTICE.

THE PUBLIC ARE HEREBY NOTIFIED of the following TRAFFIC ARRANGEMENTS which will be ENFORCED during the LANDING OF H.R.H. THE DUKE OF GLOUCESTER, on THURSDAY, 25th INST. and the RECEPTION on the H.K. CRICKET CLUB GROUND on the 26th INST.

- 1.—CONNAUGHT ROAD CENTRAL. From PADDERS STREET to JACKSON ROAD will be entirely CLOSED FROM 10.00 A.M. to 11.30 A.M. VEHICULAR TRAFFIC will proceed via Des Voeux Road Central.
- 2.—QUEEN'S ROAD CENTRAL. From GARDEN ROAD to ICE HOUSE STREET will be entirely CLOSED to VEHICULAR TRAFFIC (except Tram Cars) FROM 11 A.M. to 12 NOON.

WEST BOUND TRAFFIC will be DIVERTED by WAY of MURRAY and CHATER ROADS. EAST BOUND TRAFFIC from QUEEN'S ROAD CENTRAL by WAY of PADDERS STREET, CHATER ROAD and MURRAY ROAD.

- 3.—NO MOTOR CARS will be Permitted to Park in CITY HALL SQUARE, STATUE SQUARE, WARDLEY STREET and CHATER ROAD FROM 10 A.M. and 12 NOON.
- 4.—GUESTS invited to attend at QUEEN'S FIRE on 25/4/29 will proceed by way of MURRAY ROAD and CONNAUGHT ROAD CENTRAL to the HONG KONG CLUB where they will alight and walk to the FIRE.

CARS to be Parked in CONNAUGHT ROAD CENTRAL EAST of the HONG KONG CLUB.

At the Conclusion of the Reception on the Fire, the Guests will walk to the CITY HALL by way of STATUE SQUARE and WARDLEY STREET.

- At 11.30 A.M. the CARS Parked in CONNAUGHT ROAD CENTRAL East of HONG KONG CLUB may be Allowed to Proceed to WARDLEY STREET and STATUE SQUARE.
- NO BUS TRAFFIC will be Permitted WEST of GARDEN ROAD BETWEEN 10.45 A.M. and 11.30 A.M.

TRAFFIC Proceeding TO and FROM the UPPER LEVELS Between 10.30 and 12.30 will be DIVERTED by WAY of ICE HOUSE STREET, LOWER ALBERT ROAD, WYNDHAM STREET and ALBANY ROAD.

- WARDLEY STREET Between QUEEN'S ROAD CENTRAL and Des Voeux Road CENTRAL will be entirely CLOSED to TRAFFIC Between 10.30 and 12.30 HOURS, except for Parking as in Para. 4.
- KENNEDY ROAD will be entirely CLOSED to VEHICULAR TRAFFIC From 4 P.M. to 6.30 P.M.

FRIDAY 26th INST. RECEPTION AT THE HONG KONG CRICKET GROUND.

- 1.—GUESTS Arriving from the West of JACKSON ROAD will Enter the CRICKET GROUND by the Gate in QUEEN'S ROAD CENTRAL.
- 2.—GUESTS Arriving from GARDEN ROAD and from East of MURRAY ROAD will Enter by the Gate in MURRAY ROAD.

EXIT will be by Gate in QUEEN'S ROAD CENTRAL and MURRAY ROAD. CARS will Not be Allowed to Approach the GATE in QUEEN'S ROAD CENTRAL to Pick up Owners or Passengers.

- 3.—CARS will be Parked in CHATER ROAD, JACKSON ROAD Outside HONG KONG CLUB and CONNAUGHT ROAD Near the V.R.C.
- 4.—CONNAUGHT ROAD CENTRAL East of STATUE SQUARE and CHATER ROAD East of QUEEN'S STATUE will be CLOSED to VEHICULAR TRAFFIC Between 3.30 and 5 P.M.

TRAFFIC will proceed via PADDERS STREET and Des Voeux Road CENTRAL.

T. H. KING,
Capt. Supt. of Police.
Hong Kong, Apr. 22nd, 1929. [7698]

BRITISH LEGION AND EX-SERVICE MEN'S ASSOCIATION.

ALL Ex-Service Men who wish to attend at the Official Landing of H.R.H. THE DUKE OF GLOUCESTER at QUEEN'S FIRE will assemble at 10.45 A.M. THURSDAY, 25th APRIL in front of the Offices of the GENERAL ELECTRIC COMPANY, QUEEN'S BUILDING, CONNAUGHT ROAD CENTRAL. Civilian Dress with Decorations.

HONG KONG POLO CLUB.

H.R.H. THE DUKE OF GLOUCESTER'S VISIT.

MEMBERS are asked to note that Play will begin at 4.45 P.M. on THURSDAY, APRIL 25th.

A Special Tea will be served and by Permission of Lt.-Col. LITTLE and Officers the Band of the 1st Battalion, THE SOMERSET LIGHT INFANTRY will Play.

INTIMATIONS.

NOTICE.

HONG KONG AND KOWLOON WATER SUPPLY.

THE Quantity of Water in the Storage Reservoir has fallen so low that Further Restrictive Measures are under consideration, and should an adequate Rainfall not occur before the end of APRIL, the WATER SUPPLY in HONG KONG and KOWLOON will be CUT OFF DAILY Between the Hours of 6 P.M. and 6 A.M. from the 1st MAY.

The Most Rigid Economy in the Consumption of Water is Now Essential, and the Co-operation of the Public in Preventing Wastage is Again Earnestly Requested.

HAROLD T. CREASY.

Public Works Department.
Hong Kong, 19th Apr., 1929. [7674]

HONG KONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 27th APRIL, 1929, Commencing at 2.30 P.M.

The First Ball will be at 8 P.M. The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies.

Soldiers and Sailors in Uniform Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINDSAY & DAVIS, at \$5.00 Each Up to FRIDAY, 26th APRIL, 1929.

The Charge for Admission for Ladies to the Members' Enclosure will be \$2.00. Each Member can obtain, upon Application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge.

Bookmakers, the "Tie Men," etc., will not be permitted to operate within the "Precincts of the HONG KONG JOCKEY CLUB during Race Meetings."

NO CHILDREN ALLOWED IN EITHER ENCLOSURE ON ANY PRETEXT.

TO INVESTORS.

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TO LET—FLATS in HUMPHREYS and CARLTON BUILDINGS, KOWLOON, No. 6, BRANCKLEY TOWER, MAT ROAD.

Apply to: HUMPHREYS ESTATE AND FINANCE CO., LTD., ALEXANDRA BUILDING. [7393]

TO LET OR FOR SALE—At FANLING (in On Lok Village), Furnished 5-Roomed, 2-Bath, 2 Toilets, HOUSE with Garden and Garage. Moderate Price. Apply: KWONG SANG HONG, LTD., 250, Des Voeux Road CENTRAL. [7365]

TO LET—"NORMAN" COTTAGE, East, 3TH Corner, Furnished 6-Roomed House. Garage for Austin 7. Early occupation. Apply: PERCY SMITH, SEYMOUR & FLEMING. [7555]

TO LET—Furnished—373, THE PEAK. From JUNE to End of OCTOBER. Tennis Court. Apply: ELDON POTTER, 373 THE PEAK. [7634]

TO LET Unfurnished from 1st APRIL. "LA HACIENDA" No. 154, THE PEAK. Best Modern. Apply: Property Office, JARDINE, MATHESON & CO., LTD. [7431]

TO LET—SEMI-DETACHED Fully Furnished 5-Room House with Tennis Court and Garage, BROADWOOD ROAD. Reply: The SECRETARY, P.O. Box 22. [7684]

TO LET From 1st JUNE—Office Rooms at KAYAMALLY BUILDING. Apply to: KAYAMALLY & CO., 20, Queen's Road Central. [430]

TO LET—On the PEAK, 5-Roomed Furnished HOUSE. Rent: \$175 inclusive. Apply: Box 7695, c/o Hong Kong Daily Press. [7695]

PART of HOUSE (3 Rooms and Hall, Bathroom, Kitchen and Part of Basement) with Furniture, 70 LET on the PEAK. Rent: \$100 inclusive. Available Immediately. Write: P.O. Box No. 67. [7698]

PART of HOUSE with Furniture TO BE LET on the PEAK. Rent: \$100 inclusive. Available Immediately. Write: P.O. Box No. 67. [7698]

ORANGE SQUASH



Made from

CALIFORNIAN ORANGES

This Squash is made from Ripe Fruit; Pure Cane Sugar and Aerated Water only is added, resulting in a Perfect Beverage.

A. S. WATSON & Co., LIMITED.

AERATED WATER MANUFACTURERS.

TEL. C. 436. TEL. C. 436.

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Offices, F. & O. BUILDING, on MONDAY, 29th of APRIL, 1929, at 11 A.M.

THE TRANSFER BOOKS of the Company will be CLOSED from the 25th of APRIL to 29th of APRIL. Both Days inclusive.

DOUGLAS, LAPPAIK & CO., General Managers. [7651]

CHINA UNDERWRITERS, LIMITED.

NOTICE OF REMOVAL.

ON and FROM MONDAY, 29th APRIL, 1929, Our Offices will be Removed to: HONG KONG BANK BUILDING (4TH FLOOR), 44, Des Voeux Road CENTRAL. HERBERT R. STURT, Manager. Hong Kong, 22nd Apr., 1929. [7677]

HONG KONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Provisional Certificate No. 57/1162 dated Hong Kong, 20th FEBRUARY, 1929, for One Share Numbered 131473 in the Name of LO WING CHUN, Provisional Certificate No. 57/1163 dated Hong Kong, 20th FEBRUARY, 1929, for One Share Numbered 131473 in the Name of LO WING CHEONG and Certificate No. 5/NS 10963 dated Hong Kong, 21st DECEMBER, 1925, for One Share Numbered 120305 in the Name of GERARDUS WOUTENBERG, have been LOST or STOLEN, and should these Certificates not be produced to the Bank before the 10th MAY, 1929, New Certificates for the Shares will be issued and the above Certificates Provisional No. 57/1162, Provisional No. 57/1163 and No. 5/NS 10963 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors, A. C. HYNES, Chief Manager. Hong Kong, 10th Apr., 1929. [7633]

WHY Continue to suffer when you reach Pimples, Catarrhs, Arthras, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other Diseases. No Drugs. Fully Chinese Herbs.

POO ON HERBS CO., 66, QUEEN'S ROAD CENTRAL, 1st Floor. TEL. C. 3009

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 3.20 p.m., stated:

The anticyclone remains over Japan and has weakened. Moderate monsoon will prevail over the N. China Sea.

Local Forecast:—East winds, moderate, fair.

A Manila message last night reports at 6 p.m. a cyclone or typhoon E. of the Southern Visayas, or Northern Mindanao, moving N.W. or N.N.W.

ACKNOWLEDGEMENT.

The family of the late Mrs. ESTEFANIA FRANCISCA XAVIER wish to thank all relatives and friends for kind expressions of sympathy upon their recent bereavement and for the floral tributes sent, also for their attendance at the funeral.

Editorial and Business Offices: 11, Ice House Street. Tel. Central 12.

Night Editor (Wanchai Office): Tel. Central 4511.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, APRIL 25, 1929.

OUR ROYAL VISITOR.

This morning we shall have the pleasure of welcoming to the Colony for a brief stay the third son of his Majesty the KING—Prince HENRY, Duke of Gloucester. It is only at rare intervals that Hong Kong is honoured by a visit by a member of the Royal Family, but these occasions are the more welcome because of their infrequency.

The present event is a particularly happy one, coming as it does within a few hours of the KING's affectionate message to the nation. That message is surely unique in history—a Sovereign gratefully acknowledging the widespread and loving solicitude expressed by his subjects during a long and most dangerous illness.

His Majesty tells of the words of sympathy and goodwill received from the most remote corners of the world—not only from British subjects but from unknown friends of many other countries. These sympathetic expressions, the KING declares, fill him with new and moving hope of more kindly and intimate international relations. They are "new evidences of growing kindness, significant of the true nature of men and nations."

When the DUKE OF GLOUCESTER lands in Hong Kong this morning, our thoughts will run back to those dark days in December when the gravity of the KING's illness was generally realised. The PRINCE OF WALES and Prince HENRY had gone to Africa hunting big game, and on receiving news of the KING's serious condition at once hastened home. The DUKE OF GLOUCESTER was shooting in Northern Rhodesia, far off the beaten track, and in order to reach the nearest railway had to make a long journey through the swamps and down the river by canoe. It may be remembered that on his way to Capetown by the Prince HENRY took part in a delightfully informal reception when he passed through a little town in Northern Rhodesia. He was having a bath when the train pulled into the station, where a number of British residents had assembled to await his arrival. The Prince came out on to the platform clad in a dressing-gown, rubbing his hands and face, to meet the loyal little gathering headed by the manager of a copper-mine. This gentleman hastily and informally gave a toast to the Prince, wishing him health and happiness, and a safe and speedy return to his father's bedside. The DUKE OF GLOUCESTER, with no more formality than was shown by his sympathetic hosts, drank out of a bottle which he then passed to the company. A simple incident, but revealing just that happy human touch and friendly understanding which has made the PRINCE OF WALES so loved among all classes of people.

To-day we are able to welcome Prince HENRY free from grave anxiety as to the health of his Royal father. By a most happy coincidence, this morning's cables include a message from London stating that his Majesty is now definitely convalescent, and there is no reason to suppose anything is likely to happen to interfere with his steady recovery to normal health. We can show we share in the PRINCE's joy that the KING has safely passed through an ordeal which, at times,

seemed almost certain to end most grievously. The cheers and loyal demonstrations with which the PRINCE will be greeted can be free and full-hearted now that we knew the KING was making good progress towards full recovery.

Prince HENRY will realise that the enthusiasm with which he is greeted in this Colony is not only a display of affection towards himself personally, but a demonstration of joyous relief that the KING has now reached a stage of convalescence which allows of his contemplating an early resumption of his active duties as a ruler. And among those who will hail the Prince, as he drives through the city to-day will be "unknown friends of many other countries" such as sent those sympathetic messages to the KING during his illness which have been so gratefully and graciously acknowledged in his Majesty's message to the nation.

The DUKE OF GLOUCESTER comes to Hong Kong by a happy chance. He has been entrusted with the important mission of conveying to the EMPEROR OF JAPAN the insignia of the Order of the Garter, and from this port the PRINCE proceeds to Japan, on board H.M.S. Suffolk.

The Garter, which is regarded as further evidence of the friendly relations existing between Great Britain and Japan. Upon Anglo-Japanese friendship and understanding much depends—especially in the Far East, where the two countries have great interests in territories foreign to both. The investiture of the EMPEROR OF JAPAN with the insignia of the highest and most ancient Order which it is within the power of the KING to confer is an event of great importance. It is a recognition not only of the close political association of the two nations, but of the personal friendship existing between the two sovereigns. The DUKE OF GLOUCESTER's visit to Japan will be regarded in that country as an opportunity for expressing the warmest regard for the Royal Family and the British nation. Fifty years ago KING GEORGE, then a midshipman, visited Japan, and the PRINCE OF WALES, Prince GEORGE, and Prince ARTHUR of CONNAUGHT have also visited that country. The present EMPEROR OF JAPAN, and his brother, Prince CHIKIUCHI, have been to England, so that the personal link between the two Reigning Families is quite a real and close one, and the visit to Japan of the DUKE OF GLOUCESTER will attract great public interest both in that country and in Great Britain.

During his all too brief stay in this Colony Prince HENRY will have many opportunities—weather permitting—of admiring the natural beauties of the island and of the New Territories. He will see, too, on his drive through the city, many evidences of the commercial activities of this great port. He will, we hope, take away with him a good impression of Hong Kong—a British colony which is in many respects altogether unlike other parts of the Empire. Proud as we are of the city in which we live, we cannot pretend—not expect our visitors to believe—that it is the hub of the universe, or even the most important part of the British Empire. All that we can claim for it is this—Hong Kong is one of the great international trade centres of the world, and the natural gateway to South China. Law and order is maintained in accordance with the best British traditions, and residents of all nationalities go about their business with a maximum of security and a minimum of official interference.

It is a great educational centre, and through its schools and colleges the rising generation of Chinese are enabled to get knowledge of Western science and culture. East and West meet on this small island, and have every opportunity of mutual benefit from such contact. Commerce and industry are the foundations of Hong Kong's prosperity, and on the peaceful progress of South China the prosperity of this Colony depends. It is a vast clearing-house first of all, and is also becoming an important industrial station. It is a naval and military centre of very great value, but it is much more than a fortress. Hong Kong stands as an example of what can be done by enterprising business-men in developing commercial possibilities, and the friendly attitude always shown by Chinese when invited to co-operate with British and other residents is an object-lesson which must eventually have its effect in places where such harmonious relations are sadly wanting.

Latest figures show the great development which Belgian dairy farmers have made of late years in this tiny stretch of land that covers an area of merely 11,300 square miles. In 1913 Belgium imported 76,000,000 eggs; in 1928 it exported 685,000,000, the value of which, approximately 23,000,000, was sufficient to pay for wholly one-fourth of the country's wheat imports. Sixteen years ago Belgium imported six thousand tons of butter, but last year Belgium exported 350 tons, which, however, means only one-half per cent. of its total production.

Opportunities for Austrian university women to study in England are now being offered through the Austrian branch of the International Federation of University Women. According to an announcement just made public in Vienna, the Sarah Smithson Fellowship of Newham College, Cambridge, has provided a resident fellowship in philosophy and psychology, valued at £250 yearly. The student holder of the University of Birmingham provides reduced rates for foreign students during the summer term. All of these offers have been received by Austrian university women with appreciation and delight, and it is expected that there will be a large number of applications for each of the opportunities offered.

The opening of the port of Salonika by the Greeks to Yugoslav commerce is the principal feature of an agreement between the two countries signed at Geneva.

Mr. Henry James Marshall, a solicitor, aged seventy-two, of Avonmore-gardens, West Kensington, died suddenly at Bognor, where he was on holiday after an attack of influenza.

Valentine Smith, a gipsy, of Tipton, Staffordshire, has just celebrated his 104th birthday, and in spite of his great age is fairly active. He lives in a wigwam made of corrugated iron and canvas, and is known throughout the midlands as "Val the Pegman."

According to a police report, a quantity of silverware valued at \$115, part of the property stolen from the house of Mr. A. T. Hamilton in Leighton Hill Road, has been recovered. The silver was found buried in the hillside, at the back of the house. The theft occurred on April 19.

The case against Jose de Caldos, who is charged with the unlawful conversion of security money amounting to over \$1,500 which was deposited in his care by some 40 shroffs, was again heard before Mr. T. S. Whyte Smith at the Kowloon Magistracy. Further evidence from complainants was heard and the case was adjourned.

When three Chinese were charged before Mr. E. W. Hamilton at the Central Magistracy yesterday with resisting the Police, they explained that they had no idea that they were doing so, as the men with whom they struggled were in plain clothes. The Police executed an arms warrant on Tuesday on the labourers' quarters of the Taikoo Sugar Refinery, but without the expected result. Certain investigations are being followed up and the authorities have obtained a weeks' remand from the Magistrate.

In order to show the Magistrate the sincerity of her allegation, a Chinese woman, who accused an Indian constable of assaulting her niece, struck the girl two heavy blows on the head in Mr. T. W. White Smith's court in Kowloon yesterday to show him what she had to put up with. The blows caused the girl to cry lustily. Both women were charged with hawking without a license and after hearing the evidence, his Worship dismissed both defendants with a caution.

Mary O'Donoghue, the twenty-four-year-old Irish girl, who was sentenced to death at the Old Bailey in 1927 for the murder of her son, aged four months, and afterwards reprieved, is to be liberated on licence from Aylesbury Prison. Lieut.-Comdr. Kenworthy, M.P., took a personal interest in the case and appealed to the Home Secretary for clemency on behalf of the woman.

It is revealed that Mrs. Barbara Guggenheim Lawson-Johnston, aged twenty-five, the divorced daughter of Mr. and Mrs. S. R. Guggenheim, and heiress to one of America's greatest fortunes, was privately married recently to Mr. Fred Wettsch jun., aged twenty-seven, a poor clerk in his uncle's packing firm, the A. J. Wettach Company, of New York. Mrs. Lawson-Johnston's sister is the Countess of Castletewart. Mr. Guggenheim's fortune is estimated at £50,000,000.

The old lady in Essex who has just bobbed her hair at 103 is one more proof of how far greater is the influence of youth on age than of age on youth. We love her for laughing at the years in this dauntless fashion for refusing to be thought an eccentricity because she is a centenarian. That she caught the flu as a consequence of her act is a misfortune she will accept as part of the suffering demanded of beauty. The great thing is that she has never lost her sympathy with the high, adventurous spirit of youth.

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CAMPAIGN AGAINST KWANGSI.

ATTACKS PENDING FROM ALL SIDES.

NANKING'S ADVANCES.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, April 24. According to reports from Changsha, Ho Yao Tsu has received orders from Chiang Kai Shek to advance against the Kwangsi troops in South Hunan, while Ho Chien leaves for Hengchow to-morrow in connection with simultaneous advances from Hunan and Kwangtung against Kwangsi.

CHEFOO RESIDENTS OVERJOYED.

LIU CHEN NIEN IN CONTROL.

[THROUGH REUTER'S AGENCY.]

Chefoo, April 24. Liu Chen Nien officially denies yesterday's report that Chang Tsung Chung has captured Muping. According to Japanese reports Chang Tsung Chung is at Lungkow, and about 1,000 of his men are still in Fushan City, and are now being personally attacked by Liu Chen Nien. They are expected to capitulate in a few days.

Locally the situation is quiet, Liu Chen Nien's return has allayed anxiety, and the people are overjoyed.

TAKING OVER SHANTUNG.

THE PLANS DEFINITELY PROMISED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, April 24. Mr. Yoshizawa postponed his trip to Hankow at the last moment when he received a telephone call from Nanking. Dr. C. T. Wang informed him that he (Wang) had received a telegram from Chiang Kai Shek stating that he would definitely inform the Japanese his arrangements for taking over Shantung within a day or two.

The Murdered Paymaster.

The Industrial and Commercial Daily Press learns that the Japanese Consul at Tsinan has cabled to Tokyo, and also Mr. Yoshizawa asking him to protect to Nanking against the murder of the Japanese Paymaster at Tsinan. Mr. Chow Lung Kuang, a prominent diplomatic official, said that the crime was committed by Communists out of revenge and has no political significance.

THE RESCUE AT CHANGTEH.

FIVE PEOPLE NOW ABOARD THE WIDGEON.

[THROUGH REUTER'S AGENCY.]

Peking, April 24. Five foreigners from Changteh have been evacuated by H.M.S. Widgeon. They are Messrs. Toottell, Gabb, Rose, and Pelling, and Miss Jacobson.

The Widgeon was unable to proceed beyond Hanchow on the Tungting lake, 70 li from Changteh, hence the party came overland to the ship, which is sailing to Hankow today.

COMMUNISTS IN KIANGSI.

GOVERNMENT PUNITIVE EXPEDITION.

[THROUGH REUTER'S AGENCY.]

Peking, April 24. Bishop O'Shea has wired from Kanchow that Government reinforcements are nearing the city, and will probably arrive in time to prevent the Communist attack on Kanchow.

A message received in Peking on April 11 from Bishop O'Shea, at Kanchow, in Kiangsi, said that Communist troops were active. They had burnt a mission station at Juikun, and were advancing on Kanchow. Government troops were sent from Nanchang to restrain them.

THE CHAIRMANSHIP OF HUPEH.

(Wah Tsz Yat Pao.)

SHANGHAI, April 24. As originally decided by Chiang Kai Shek, Ho Cheng Chun will be appointed Chairman of the Provincial Government of Hupeh. As General Ho is unable to go to Wuhan for the time being, Fang Pan Jen, the Director of the Department of Civil Affairs, is acting as the chairman on General Ho's behalf.

RE-BUILDING AT PEPING UNIVERSITY.

BOXER FUNDS ALLOCATED.

(Wah Tsz Yat Pao.)

SHANGHAI, April 24. At a recent meeting, held by the Administrative Council, it was decided to set aside a sum of \$200,000 from the Belgian share of the returned Boxer indemnity for the rebuilding of the Engineering College of the Peking University, which was gutted by a disastrous fire some weeks ago.

AFTER WORLD'S RECORDS.

R.A.F. PLANE STARTS FROM CRANWELL.

5,000 MILES NON-STOP.

[THROUGH REUTER'S AGENCY.]

LONDON, April 24. A huge R.A.F. monoplane, specially built to attempt the world's long distance and duration record, left Cranwell Aerodrome at 10.30 this morning in an attempt to fly 5,000 miles non-stop in the direction of India.

The plane is manned by Squadron-Leader A. G. Jones-Williams and Flight Lieut. N. H. Jenkins, and carries over three tons of petrol. The equipment includes an automatic hoover which warns the pilot should the machine descend below a safe altitude.

The flight was originally intended to go to South Africa, but was diverted, owing to the weather in Africa.

The Route.

The route will be via Antwerp, Frankfurt, Austria, Hungary, Yugoslavia, Rumania, Bulgaria, Constantinople, Baghdad, Karachi, Sholapur, Bellary, and Bangalore.

A special two-mile runway was prepared at Cranwell Aerodrome for the take-off, by burning off the grass and rolling with a steamroller.

The petrol carried is sufficient to keep a 150 h.p. engine running three days and nights without stopping.

GRAF ZEPPELIN'S CRUISE.

MEDITERRANEAN TRIP COMMENCED.

[THROUGH REUTER'S AGENCY.]

FRIEDRICHSHAVEN, April 24. The giant airship Graf Zeppelin has started on a second Mediterranean cruise, going out via Spain and the Canary Isles, and returning across the western Mediterranean.

The twenty passengers include a French Embassy official.

SUNKEN JAPANESE STEAMER.

MORE SURVIVORS FOUND.

[THROUGH REUTER'S AGENCY.]

TOKYO, April 24. Another 22 survivors of the ill-fated Toyokuni Maru have been picked up, including the Chief Officer and Chief Engineer, both of whom are injured. The Captain is still missing.

AUSTRALIAN FLYING MISHAPS.

A GOVERNMENT INQUIRY.

[THROUGH REUTER'S AGENCY.]

CANBERRA, April 24. The Commonwealth Government has ordered a comprehensive inquiry into the forced landings of the Southern Cross and the Kookaburra.

DUTCH ASTRONOMER HONoured.

AMERICAN SOCIETY'S AWARD.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, April 24. The American National Academy of Science has awarded the James Craig Watson Medal to Dr. Wm. Desitter, the Dutch astronomer, whose researches resulted in the new theory of Relativity.

ESCAPE OF MARSHAL LI TSAI HSIN?

STARTLING SHANGHAI RUMOURS.

(Wah Tsz Yat Pao.)

SHANGHAI, April 24. Rumours in Shanghai are that Marshal Li Tsai Hsin has escaped from Tangshan. The reports say that on the evening of the 20th instant, marines aboard a foreign gunboat, numbering over two hundred, secretly landed at Lungtan and arrived at Tangshan via Chihsiashan. They went to the residence of Marshal Li, overpowered the guards—who were about 20 strong—and took away the Marshal.

Tangshan is about sixty li from Nanking, and the vicinity between Lungtan and Tangshan is very lonely. Accordingly, the marines, who were in civilian clothes, easily got to Tangshan without being discovered.

According to a previous cable, Marshal Li has been ill lately and a doctor has been detailed by the Nanking Military Headquarters to attend him. Madame Li and the younger brother of the Marshal arrived at Nanking on the 22nd inst. attempting to pay a visit to the Marshal, but the request was refused by the Nanking authorities.

"CORNER" IN TEA FEARED.

MARKET OPEN TO "RIGGING."

RESULT OF ABOLITION OF DUTY.

[THROUGH REUTER'S AGENCY.]

LONDON, April 24. The Manchester Guardian says that danger of a "corner" in tea as a result of the removal of the duty is being freely discussed in the lobbies of the Commons. It is feared that the abolition of bonded warehouses will leave the market open to "rigging."

It is further alleged that certain influences are already working to take advantage of the position, and it is argued that now that stocks will not be required to pass through bond it will be possible to conceal supplies, and hold them for a rise.

Dutch Duty Discussion.

THE HAGUE, April 24. Herr Vanasse Vansell, a member of the Catholic Party in the Second Chamber, has notified a question to the Minister of Finance in regard to the abolition of the tea duty in Britain.

He asks whether the existence of a tea duty in Holland of 55 florins per 100 kilograms is not calculated to harm the Dutch tea trade, and shift the market to London. He also enquires whether the Minister is prepared to consider measures in the immediate future to prevent such an eventuality.

THE DUKE OF GLOUCESTER.

NEARING HONG KONG.

WHAT THE PRINCE WANTS TO SEE IN JAPAN.

[Special to the "Hong Kong Daily Press."]

ON BOARD "THE MOREA," April 24. The first and longest stage of the Duke of Gloucester's journey to Japan is now almost ended. We are due to arrive at ten o'clock on Thursday morning, and the distinguished members of the Garter Mission will leave this vessel for H.M.S. Suffolk, on which ship they will complete their journey.

Although this is the last day His Royal Highness will be on board, there have been no special functions in the nature of a formal farewell, but the passengers and ship's company naturally regret that the Prince is leaving them, as he has been most popular on board.

In reply to questions as to what he most wished to see during the fortnight he will spend in sightseeing in Japan, the Duke of Gloucester said he hoped to have an opportunity of visiting many places of historic interest as well as the beauty-spots among Japan's scenic attractions.

The Prince also said he was most anxious to hear, for the first time in his life, recitals of Japanese music, while he would be also very greatly interested to hear how the Japanese rendered European musical compositions.

CHANGES IN THE JUDICIARY.

NEW APPOINTMENTS.

[BRITISH WIRELESS SERVICE.]

LONDON, April 23. The following announcements are made:

Lord Shaw has resigned his office of Lord of Appeal-in-Ordinary. The King has conferred a Barony upon Lord Shaw upon his retirement after twenty years' service.

His Majesty has appointed the Right Honourable William Watson, Lord Advocate for Scotland, to be Lord of Appeal-in-Ordinary. The King has approved the appointment of Mr. Alexander MacRobert, Solicitor-General for Scotland, to be Lord Advocate, and the appointment of Mr. Wilfrid Normand to be Solicitor-General for Scotland.

AMERICAN RUBBER COMBINE.

PROPOSAL TO BE DISCUSSED.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, April 23. It is learned that the Rubber Association of America and the Rubber Institute will probably be merged to form a new co-operative association of rubber manufacturers throughout the industry.

There will be special meetings with this object in view, members of the two organisations having agreed to discuss the matter on May 10.

THE KING'S MESSAGE

HONG KONG VOICES APPRECIATION.

The following telegram has been sent from Hong Kong to the Colonial Secretary in London:—

"The Governor in Council, on behalf of the Colony of Hong Kong, respectfully and gratefully thanks Your Majesty for your gracious and inspiring message received on St. George's Day. It is the earnest prayer of all Your Majesty's loyal subjects in Hong Kong that Your Majesty may be preserved in complete health and strength long to reign over us."

NO MORE DAILY BULLETINS.

THE KING CONVALESCENT.

TO LEAVE FOR WINDSOR IN MAY.

[BRITISH WIRELESS SERVICE.]

LONDON, April 23. His Majesty the King is now definitely convalescent, and there is no reason to suppose that anything will interfere with his continued recovery.

His progress has now reached a point where it is unnecessary for further daily statements concerning His Majesty to be issued.

It is learned on trustworthy authority that His Majesty will definitely conclude his stay at Bognor during the middle of May.

His Majesty will then go direct to Windsor, where he will stay for about a month before going to Sandringham.

His stay at Windsor will cover the period of the General Election. It is understood that the King has expressed a desire to carry out the usual duties falling to the Sovereign at such a time, but it is not expected that he will perform the opening ceremony of the new Parliament.

To Foreign Friends.

[THROUGH REUTER'S AGENCY.]

PARIS, April 24. The British Embassy has sent a message to the Press expressing His Majesty's deep appreciation for the sympathy shown by all classes in France during his illness.

A message from the Hague says that the British Legation there has issued a similar message to the people of the Netherlands.

DAMAGES FOR INDIAN OFFICIALS.

SWARAJIST JOURNAL PAYS FOR LIBELS.

[THROUGH REUTER'S AGENCY.]

CALCUTTA, April 24. The High Court has awarded \$11,250 damages in a libel action brought on behalf of the Secretary of State, the agent of the East Indian Railway, and others against the Swarajist newspaper, Forward, and the editor and printer thereof, in connection with the publication of libellous statements with regard to the fatal train derailment at Belur on July 7 last.

[Bretakshi, the editor of the Forward, published an article after the accident alleging that Indians injured in the disaster were searched and killed by men acting under the instructions of a European.]

INDUSTRIAL PEACE IN BRITAIN.

CONFERENCE OF MASTERS AND MEN.

T.U.C. RECOGNIZED.

[THROUGH REUTER'S AGENCY.]

LONDON, April 23. A far reaching departure in industrial relations and one promising a better understanding was reached at a conference of employers' representatives and the Trades Union Congress Conference.

It was decided to appoint a joint committee to examine the best methods for consultation and co-operation.

This is the first time the T.U.C. has been officially recognized by employers as an official body.

Peace in industry is now an official movement, as co-operation has been specifically named as one of the objects aimed at.

"AN AMERICAN TRAGEDY."

BOSTON'S BOOK CENSORSHIP WORK AGAIN.

Boston, April 18.—Boston's book censorship measures again were called into play to-day, this time against Mr. Theodore Dreiser's widely discussed novel, "An American Tragedy."

A local jury convicted Mr. Donald Friede, a New York publisher, for selling the book in Boston, finding it to be an "obscene work."

The prosecutor, in asking for a conviction, asserted that the novel contained "matter tending to corrupt the morals of youth."

COTTON INDUSTRY DISPUTE.

LOCKOUT THREATENED.

LANCASHIRE WORKERS' GRIEVANCE.

[THROUGH REUTER'S AGENCY.]

LONDON, April 23. A general lockout in the Lancashire Cotton Industry is threatened, involving 500,000 workers.

There has been a misunderstanding at the Alma Mill, Oldham, where employers and operatives accuse each other of breaking agreements.

As a result the operatives struck. The Emergency Committee of the Master Cotton Spinners' Federation has now decided to recommend the Federation to serve lockout notices to the whole industry, to take effect on May 18.

POLO AT CAUSEWAY BAY.

THE PRINCE'S KEENNESS.

When H.R.H. the Duke of Gloucester plays polo to-day at Causeway Bay, he will be the third of His Majesty's sons to use the grounds of the Hong Kong Polo Club. When the Prince of Wales was here in 1922, he gave a good account of himself and was at once

THE ROYAL VISIT.

TO-DAY'S PROGRAMME.

11.00 a.m.—Landing at Queen's Pier.

11.15 — Presentation of Addresses in Theatre Royal.

1.00 p.m.—Luncheon at Government House.

4.40 — H.R.H. drives to polo ground.

8.15 — Dinner at Government House.

10.00 — Display of fireworks by Japanese Community.

thoroughly at home on the China pony. Prince George, who was here recently, was a regular player on the Club's grounds, and the public will have an opportunity of seeing how the Duke of Gloucester will acquit himself to-day.

The Duke of York is the only one of His Majesty's sons who has not yet been in Hong Kong.

With regard to to-day's game His Royal Highness in reply to a wireless sent to the Morea, has indicated that he himself and two members of the Garter Mission will be able to play as many chukkas as can be arranged. Practically all the playing members of the Polo Club will be given an opportunity to play to-day.

FOR THE PRINCE.

The blackwood and silver casket, with the scrolls on which is written the address of welcome, to be read by Sir Henry Pollock, on behalf of the British Community of Hong Kong, which will be presented to the Duke of Gloucester, was yesterday on view in Kelly & Walsh's window. The address was written by hand by members of the staff of Kelly & Walsh, whilst the casket designed by Colonel L. G. Bird, D.S.O., O.B.E., was made by Messrs. Lock King.

The casket is of blackwood with silver feet and ornamentation. It is oblong in shape and designed to hold the four illuminated sheets of the address. The top has a silver border with a circular medallion of the Royal Crest of Hong Kong. In the centre of the long side panels which are decorated with a panel work of silver is a beautiful scroll work of silver in full sail. The scrolls are mounted, top and bottom, on blackwood batons.

FATAL GUN BURST IN HONOLULU.

TWO SOLDIERS KILLED; OTHERS INJURED.

Honolulu, April 18.—Two soldiers were killed and seven others injured as result of an explosion of a 155 millimetre gun at Fort Kamehameha, one of the forts of the Honolulu Harbour defences, to-day.

One soldier is missing.

The big gun exploded with tremendous force during target practice, while firing at a moving target at sea.

The dead are Sgt. K. R. Webb and Private Parks.

Army officials have refused to confirm reports that a number of other soldiers are missing until after the report of the Board of Inquiry appointed to investigate the accident.

Two of the soldiers injured may die, it was learned at the hospital.

NAVAL ARMAMENT REDUCTION.

AMERICA PLEASED WITH THE SITUATION.

ONE DISCORDANT VOICE.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, April 23. Mr. Hugh Gibson's gesture at Geneva in the direction of naval limitation and reduction has taken official Washington by storm.

The concrete character of the new proposals has come as a tremendous surprise to the great majority.

Only President Hoover, Mr. H. L. Stimson, the Secretary of State, and perhaps a few others, knew or guessed what was in the wind.

The proposals are interpreted to mean that President Hoover is determined to try to bring an end to the period of mere talk and to get down to brass tacks, and is striving to achieve an agreement which will result in actual reduction of existing naval armaments instead of merely a limitation of the various categories of warships.

The Lone Critic.

Mr. Britten, the Chairman of the Naval Committee of the House of Representatives stigmatises the proposals as a "complete surrender" of the principles advanced by the American delegates at the last Geneva Conference and says he regards them as "another naval victory for British diplomacy."

British Ambassador's Call.

Sir Esme Howard, the British Ambassador in Washington, yesterday paid a personal call upon President Hoover and congratulated him upon the splendid spirit in which the new offer was tendered. Sir Esme Howard emphasised England's hearty welcome of the proposals.

London Satisfied.

It is understood that the British Cabinet will give prompt consideration to the statement regarding naval reductions made yesterday by Mr. Gibson, the United States delegate to the Preparatory Commission on Disarmament now in session at Geneva.

In London, the highest importance is attached to the new situation thereby created, and satisfaction is shown in official circles at the unanimous welcome extended by the British Press to-day to Mr. Gibson's speech and to Lord Cusheendun's ready response.

It is also understood that the British authorities have no preconceived views as to the procedure to be followed, and it is thought likely that ideas on this aspect of the question may be evolved in the course of further conversations at Geneva.

It is quite clear that the speeches of Mr. Gibson and Lord Cusheendun, as the representatives of the United States and British Governments, have generated a spirit of goodwill and accommodation from which practical results are confidently hoped.

U.S. and Naval Bases.

New York, April 24. In a leader on Mr. Gibson's suggestions the New York Herald Tribune, in dealing with the question of parity says that the United States is exceedingly short of naval bases, and if all the factors entering into complete strategic equality are to be taken into consideration, the United States is entitled to ask for a large increase in its supply of naval stations and bases.

Aerial Warfare.

Geneva, April 24. Germany, Russia, China, Holland and Sweden voted in favour of the German proposal to abolish aerial warfare. M. Massigli (France), moving the rejection of the proposal, thought the time was not ripe for total suppression, but the problem must be solved ultimately.

Mr. Ridsen (United States), agreed, and suggested the subject might be settled at a future International Convention.

Lord Cusheendun stated that the German proposal was outside the Committee's scope, and drew attention to the fact that the Hague Convention of 1907 decreed the abolition of aerial bombardment.

Count Bernstorff declared that the German Government would return to the subject at the Disarmament Conference.

RUSSIAN PROPERTY ABROAD.

"DEFENDERS' COLLEGIUM."

Moscow (U.P.).—Private property may be an outlawed concept at home, but the Soviet authorities are taking measures to protect the private property interests of their citizens abroad.

The Moscow province "Defenders' Collegium," an official organization of lawyers, has announced the establishment of a Consultation Bureau for International Rights, the object of which will be to assist Soviet nationals to collect property claims abroad.

The bureau, through lawyers in foreign countries, will help Russians collect insurance, inheritances and other private property claims.

DEATHS ON C.P.R. LINER.

PASSENGERS ON "DUCHESS OF ATHOLL."

STARTLING STATEMENTS.

[REUTER'S AMERICAN SERVICE.]

New York, April 24. The Canadian Pacific agents announce that one English and two American passengers aboard the Duchess of Atholl have died of sunstroke.

A private cable, however, from a passenger, alleges that four stewards and six passengers died mysteriously and suddenly during a cruise of the South American and African coasts.

LATER. That four deaths have occurred on the Duchess of Atholl is admitted by the C.P.R. says a Montreal message. The Canadian Pacific statement adds that they are all passengers, two dying from sunstroke and two from malaria.

MR. LLOYD GEORGE AND LORD MELCHETT.

"I WAS THE FIRST TO GIVE HIM OFFICE."

Mr. Lloyd George addressed a large gathering at Llanfairfechan, and replied to the speech by Lord Melchett criticising his unemployment proposals.

"An attack has been made upon me by an eminent aristocratic Conservative, Lord Melchett, formerly known as Sir Alfred Mond," he said. "All I can say about it is that in his personal attack he excelled at least in vulgarity."

"Why did he quarrel with me? I was the first man to give him office. He had been in the House of Commons under three Administrations, but not one of them offered him the post even of a door-keeper. That was not for any lack of push on his part."

"Loathed by Both."

"Quite frankly he was loathed by the Conservatives, and Liberals, knowing him better, liked him even less."

"I received serious protest against that appointment, but I promoted him to even higher office, and when he was out of Parliament took special steps in helping to find him a seat. In fact, I pulled him by the tail, in spite of the heavy weight of prejudice against him, from one office to the other, until the tail came off in my hand."

"Conservatives clapped another tail on. It was not the one he expected, but it was a glittering one."

"This year the Conservative Government carried through a great financial proposal which, while it has left shopkeepers, lodging-house keepers, and cottagers without anything, has given £600,000 a year to the concerns that Lord Melchett is presiding over."

BIG NEW RACE TRACK FOR MEXICO.

San Diego, April 18.—Plans for a new \$2,000,000 race track establishment in Lower California (Mexico) near the present famous Tia Juana track, were announced to-day.

Promoters of the new project, which will be one of the largest horse-racing establishments in the world, are Messrs. Wirt Bowman, Baron Longworth, and James Crofton. The plant will be located at Agua Caliente, and racing will start about next Christmas with the inauguration of the Bowman Handicap race paying prizes totalling about \$200,000.

Agua Caliente is only two miles from Tia Juana, where the big Tia Juana track has operated for years under the direction of Mr. James Crofton, California promoter and sportsman. Crofton is understood to have agreed to withdraw the Tia Juana competition during the new track's season.—United Press.

Telegrams in Brief.

The Chancellor of the Exchequer stated in the House of Commons that the total amount paid to America on account of the British Debt to date was \$246,000,000, and the total amount received by Britain from former Allies in the Great War was \$23,700,000.

A landslide as the result of recent earthquakes has wrecked a Trans-Siberian train between Irkutsk and Chita. It is reported that six persons were killed and nine seriously injured.

The number of unemployed in Britain on April 16 was 1,165,000, this being 24,587 less than the week before. However, the total is 69,798 more than on the same date last year.

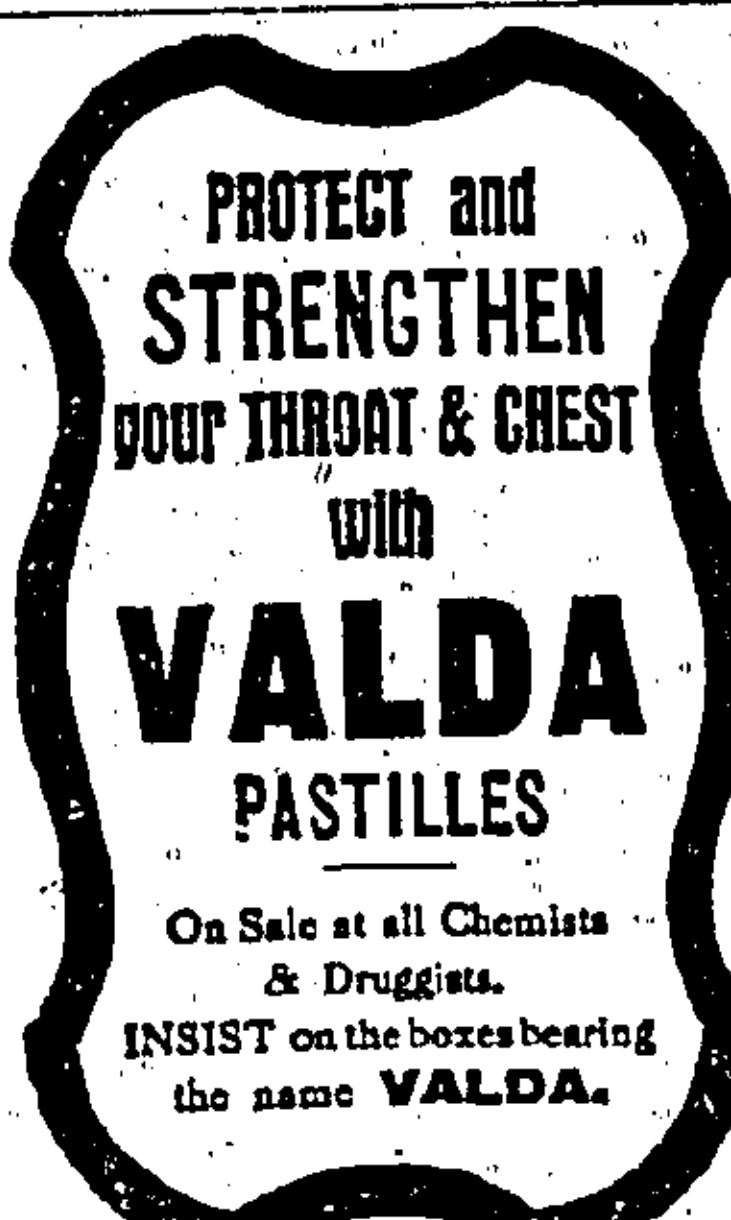
Mr. L. M. Judd, of Hawaii, has been appointed Governor of the Hawaiian Islands.

Smallpox is increasing in London. There are now 277 cases in all.



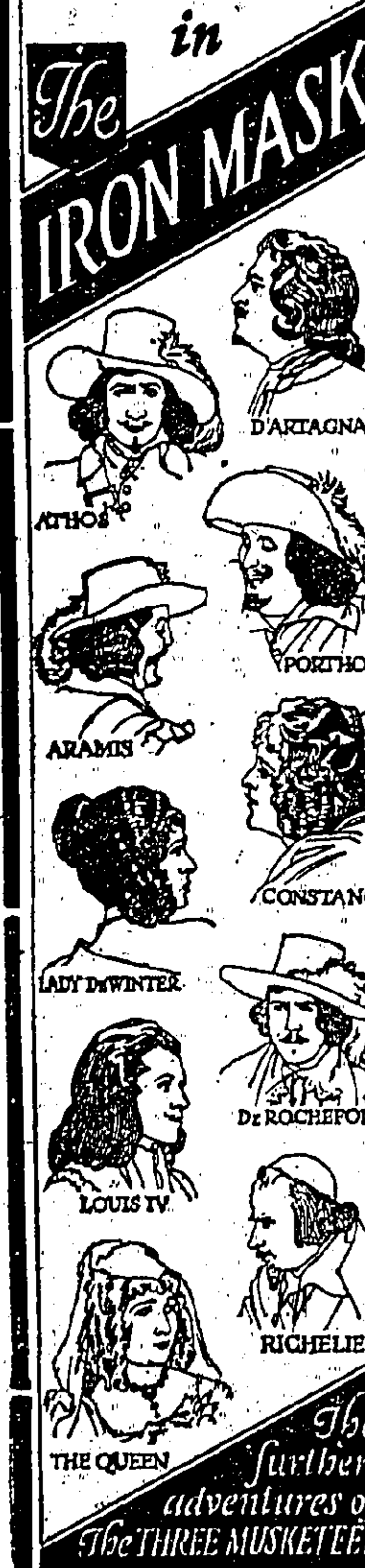
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CORRESPONDENCE.

WHY NOT NOW?

(TO THE EDITOR OF THE "HONG KONG DAILY PRESS.")

SIR.—A small detail of life in the Colony at the moment throws a clear light on the modern political issue, private versus State enterprise. According to the rules and regulations of our efficient and benevolent Government, the State-owned bathing-huts at Repulse Bay and elsewhere open on May 1.

The weather can be as hot as it likes and the would-be bathers, as abusive and clamorous as barges, but the law of the State remains. May 1 is the proper date. Experts have fixed it. The thing can't be altered. If the huts had been farmed out, to some, bloated, etc., capitalist, it might have been exasperating to see him roll by in his super-car or to watch him indulge in one or other of the fabled horrid practices of his kind, but at least the non-owners of mats would have got their bath.

Anyone out to make money would have started a month ago. Under our very modified Socialism it is possible to get a glimpse of how things would go on in the I.L.P. Socialism prescribed for Great Britain.—Yours, etc.,

ENTERPRISE.

Hong Kong, April 24.

"CHINA MAIL" CASE.

(TO THE EDITOR OF THE "HONG KONG DAILY PRESS.")

SIR.—Reference the disclaimer published in your journal on Monday, the 22nd instant—I am advised in fairness to myself and in the interests of truth to inform you that I did not state in the witness-box that until recently I had been Editor of the "China Mail."

I was interrogated as follows:—Mr. Donaldson: Mr. Cooper, until recently were you a member of the "China Mail" editorial staff?—Yes. You were, I believe, virtually Editor.—Yes.

As the question of my precise standing upon the "China Mail," governed by the nature of the duties I performed, is in part the subject of forthcoming legal proceedings in the Supreme Court of Hong Kong, and in order to remove any impression that I committed perjury in the course of the "China Mail" case, I trust you will see your way to publishing this correction.—Yours, etc.,

H. COOPER.

Hong Kong, April 24.

A MOTORIST'S COMPLAINT.

(TO THE EDITOR OF THE "HONG KONG DAILY PRESS.")

SIR.—The motoring problem in Hong Kong, as in all places where East and West, 10th century and 20th century, rub shoulders, as it were, is admittedly a very difficult one.

Still, with energetic and constructive assistance on the part of the authorities, great improvements could be rapidly effected.

It should be realised that the manipulation of a car (as apart from the mere guiding of it—which is easy) in traffic, on hills, at crossings, is by no means the simple matter (except to the expert) that it appears to the man who has never sat behind a wheel; and all rules and regulations should be designed and executed with this fact in mind.

1.—Confusing, irritating, and worrying signals like the blinking beacon and Garden Road roulette whirling should be replaced by something useful, helpful, and sensible.

2.—Traffic policemen should work in short shifts, so as to be fresh and alert to anticipate, rather than have to be awakened to their duties, giving in all cases the right of way to uphill traffic, so saving gear-changing and subsequent long, noisy, vexatious pulls in low. As worked at present these signals, while they may prevent accidents, are a great hindrance to the free, smooth and even flow of traffic.

3.—Considering the tortuous and hilly nature of Hong Kong roads, it should be reckoned a very serious offence for noisy, heavy, lumbering trucks and buses to hold the crown of the road against all attempts of an overtaking vehicle to pass. Non-use of their mirrors should be punishable like these, rather than to detail like these, rather than to peccadilloes like tooting, would soon cause a vast improvement.—Yours, etc.,

"EPATDER."

Hong Kong, April 24.

MORTGAGING AN ARMED LAUNCH.

CURIOUS CASE AT SESSIONS.

ACQUITTAL OF ACCUSED.

An interesting case concerning the mortgaging of an armed launch and the identity of a prisoner was decided before Mr. Justice Wood and a jury at the Criminal Sessions yesterday. The Court sat till past 6.30 p.m. when the jury gave their verdict.

The prisoner's name was entered in the indictment as Mak Chan Leong, and he was charged on two counts of the forgery of the name of Ng Shing to a deed whereby the steam launch San Chiu On was mortgaged to Dr. R. A. Basto for \$3,000 and with fraudulently obtaining the money.

Mr. H. Somerset Fitzroy (Assistant Attorney-General), instructed by Mr. F. H. Loseby (of Messrs. Russ and Company), was for the prosecution. Mr. C. G. Alabaster, K.C., instructed by Mr. Leo D'Almada, defended.

The prosecution's case was that in the early part of 1927 seven porcelain firms in Canton formed themselves into an association under the name of the Po On Company to purchase an armed launch to protect their trading junks between Swatow and Hong Kong. A launch, the San Chiu On, was purchased, and a man named Ng Shing, a partner of one of the firms, was appointed manager to look after the affairs of the Po On Company.

A Canton man by the name of Mak Kut Cheung was appointed as the coxswain of the launch. It was alleged that the accused was appointed to represent the Po On Company in Hong Kong, one of his duties being to obtain licences including those necessary for the carrying of arms for defence against pirates. The accused was also to manage the affairs of the Company in the Colony, and he was to receive a salary of \$30 a month.

The Company started business, and evidence would be brought to show that Ng Shing died at a hospital in Canton in February, 1928. Another man named Chan Wan Po was appointed manager in Ng Shing's place. There had been certain correspondence between him and the accused.

In February this year the accused executed a mortgage on the launch, and it was alleged that he did so without any authority, and that he forged the name of Ng Shing to the deed.

The Defence.

Mr. Alabaster's defence was that the accused was Ng Shing. He bought the launch and was sole owner. It was brought to Hong Kong by a pilot named Lau Wai Kai, who introduced Mak Kut Cheung, who was made coxswain by the accused after he had got him to pass an examination. The launch had been under repairs in Hong Kong, and did certain towing work. It was then chartered for a sum of \$500 a month, the coxswain being the sole representative of the charterers.

A sum of \$1,050 was still owing at the completion of the charter period, and Mak Kut Cheung who had been the sole representative of the charterers and paid the wages of the crew during that period, had a conversation with the accused regarding this money, when he promised to get the money after a visit to Canton. Mak went to Canton, but he had dismissed the crew. Complaints were made by these people to the police, and as a result they (the police) removed the arms on board. Accused had been informed that the arms were missing, and as sole owner of the launch he reported the loss to the police when he discovered that they had been removed by the police.

Mr. J. M. D'Almada Remedios, a solicitor of the Supreme Court, gave evidence of executing the mortgage. He said that the accused was brought to his office by his clerk, and he was also identified as Ng Shing by one Tong Yau, whose photograph appeared in a licence book as a member of the crew. Accused signed as Ng Shing and affixed the chop of the Po On Company.

Several porcelain dealers' representatives from Canton were called as witnesses for the prosecution. All of them stated that the accused was Mak Chan Leong, and had never been known as Ng Shing. One of these witnesses stated that he was present when their manager Ng Shing died in Canton, asserting very emphatically that he visited him during his illness and paid for the coffin.

Mak Kut Cheung, the aged coxswain of the launch, stated that the accused was a son of his (Mak's) nephew, and he was Mak Chan Leong.

Accused's Story.

The accused giving evidence said that he was born at Yaumati and inherited \$5,000 from his deceased mother. With this he bought the launch.

(Continued on next Column.)

BRITISH GOLF.

THE AMATEUR NATIVE CHAMPIONSHIP.

CYRIL TOLLEY'S WIN.

(THROUGH REUTERS' AGENCY.)

LONDON, April 24.

The English Amateur Native golf championship began to-day at Gosforth Park, Newcastle. In the second round Cyril Tolley beat Paul Speed, a Tyneside rivetter, by 3 and 1, and E. Fiddian, a former Roy Champion, beat F. Ingham, of Northumberland, by 3 and 4. He meets Tolley in the third round to-morrow.

J. Stout, the holder, met with an accident which may prevent him defending his title. While participating in a four-ball match, Stout slipped and put out his right knee, tearing the ligament.

OVERLOADING A VESSEL.

CAPTAIN FINED \$250.

Captain Madsen, master of the s.s. Tai Fook Shing, was fined \$250 with the alternative of three months' imprisonment by Comdr. G. F. Hole, R.N., at the Marine Court yesterday morning for bringing 16 passengers into the port over the number allowed by the ship's licence.

Mr. Horace Lo, who appeared for the defence, pleaded guilty. He said: I am now instructed to plead guilty to the charge. The captain in this case holds a certificate issued by the Saigon authorities which allows him to carry 450 passengers out of Saigon. I understand that until recently he was recognised as such. The authorities at Saigon seem to be unable to understand why the same certificate seem to be good for certain ships and not for ships belonging to owners of other nationalities. There was an investigation and the captain was urged to come in so that a definite ruling might be made on this point.

Magistrate: May I ask if the master made enquiries at the Harbour Office?

Mr. Lo: The master enquired at the Harbour Office and was told the certificate did not hold good for the ship. He was told by the Saigon authorities that it is a good one. He had no intention of evading the law and did not try to come into the harbour unobserved. He came in with the intention of finding out whether his certificate was valid or not.

It was intimated to the Magistrate by Boarding Officer C. H. Thompson that the vessel arrived in port with 28 passengers, 16 more than she was allowed by her licence.

As it was the first case on the Captain's certificate, the Magistrate said that he would let him off with a light fine. However, his Worship wished it to be clearly understood that if a further case of this kind came before him again, he would impose the maximum penalty of \$100 per passenger.

TO-DAY'S RADIO.

"THE SINCERE CO." TO BE RELAYED.

The following programme will be broadcast to-day from the Government Broadcasting Station Z.E.W., on 350 metres:—

1.45 p.m.—Weather report.

2.30 to 3.30 p.m.—Programme of Chinese music (records supplied by The Pleasant Co.).

7.45 p.m.—Evening weather report.

8 p.m.—Evening programme of Chinese music relayed from the Roof Garden of The Sincere Co., Ltd.

10.30 p.m.—Close down.

launch, which he stated was his sole property and had nothing to do with any concern in Canton. He asserted that he was Ng Shing and that he was the Po On Company. Eight witnesses, including clerks from the harbour and licensing offices, were called by the defence. They all stated that they had known the accused as Ng Shing and by no other name.

If his final address Mr. Alabaster drew attention to a promissory note produced by a defence witness for a loan of \$500 to the accused who was short of money to purchase the launch. There was also the charter agreement. These documents were duly stamped, and he asked whether it was possible to prepare such documents to defeat the attempt by the other side to prove possession of the launch. He submitted that all the Canton witnesses were in a conspiracy with Mak Kut Cheung when they described the accused as Mak Chan Leong and a relative of the coxswain.

After an address by the prosecution and summing-up by His Lordship, the jury retired and brought in a verdict of not guilty. Prisoner was discharged.

RIFLE SHOOTING.

THE TAIKOO VOLUNTEER CHALLENGE CUP.

The sixteenth competition for the Taikoo Volunteer Challenge Cup was held at the Taikoo Rifle Range last Sunday, when the following practices were carried out:—

1. 200 yards, deliberate, 4ft. musketry target; 5 rounds.
2. 200 yards, snapshooting, 22in. snapshooting target; 5 rounds.
3. 300 yards, snapshooting, 4ft. musketry target; 5 rounds.
4. 300 yards, rapid, 4ft. musketry target; 10 rounds.
5. 300 yards, deliberate, 6ft. musketry target; 5 rounds.

The total "possible" number of points is 115.

There were ten competitors and after keen shooting Mr. D. McLennan (scratch) won with a score of 100 points.

A consolation prize presented by Mr. N. S. Brown to the runner-up was won by Mr. A. McIndoo with a net score of 84, plus 3 handicap, total 87 points. Mr. G. Nisbet with a net score of 75, plus 5 handicap, total 80 points was third.

The Cup, which was presented by Mr. G. W. Swire, is a handsome one of English silver and mounted on a blackwood stand, surrounded with small shields on which the winner's name is inscribed each year. The trophy has to be won three times before becoming the property of the winner, but each holder receives a miniature cup—an exact replica in design of the original.

The competition started in 1905, and previous winners are:—Messrs. B. J. Chapman, W. M. Scott (twice), D. Young, W. Budge, G. E. Stewart, W. J. Eldridge (twice), C. H. Summers (twice), M. A. McIntosh, W. E. Price, and D. C. Walmesley.

HOW TO KEEP FIT.

CORRECT EXERCISE.

One of the most important questions facing an athlete is how to keep himself in condition during the off season. This problem is especially pressing for those who are in business and have little time for training. One thing is quite certain. More damage is done to general health by suddenly "going out of training" and abruptly dropping all vigorous exercise than in any other way. Yet this is a common practice among athletes of all types, and the argument in its favour is that the body needs a rest after the strain to which it has been subjected.

Up to a point this is true, but it is not so much the body that needs recreation as the nervous system after being keyed up for competition. A week or ten days of physical rest should be more than ample, however much work the body may have done. Thereafter any man who has been used to vigorous exercise needs a certain amount every day of his life in order to maintain the high standard of physical fitness that he has set himself. In this matter one can claim support from Professor A. V. Hill, the greatest living authority on the physiology of athletics, and from Albert Hill, the present holder of the British amateur mile record. Both are busy men, who believe in a spell of more or less strenuous physical work every day of their lives, and both by their wonderful good health are themselves living arguments in favour of their theory.

In speaking of fitness it is necessary to be exact as to one's meaning. There is both muscular condition and also a general state of good health.

The ideal which every normal healthy man should have before him is to be so fit in himself that if, for example, he has to run a mile to the ferry one morning instead of walking it, he will feel no after-effects from his effort. On the muscular side, suppose he plays a strenuous game of squash rackets or tennis without having had any practice, he should not, if he has looked after his muscles properly, feel painfully sore the next morning, though a certain amount of stiffness is inevitable. The object of this article is not so much to deal with the care of the muscles as the exercise of the heart and lungs, on which the general physical condition depends. The finest way of getting this exercise in a restricted time is by a jog trot on the flats of the feet. The pace will vary with the man's capability, but should be little above that of a fast walk—about seven or eight minutes to the mile should be sufficient. The distance should vary from a half-mile to two miles. The best time to take the run is before breakfast. It can be followed by a bath, cold if possible, and it has the advantage in that there is no waste of time in changing clothes. If there is difficulty about finding where to run, skipping at a slow speed, seventy or eight per minute, is a fair substitute if done in the open air.

A first edition of Fielding's "Tom Jones," with a rare misprint on the title page, was bought by a German collector for £250 at a Hamburg auction recently.



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STAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE	FOR
TUITAROEM	DALAT, K'LUNG, & AMOY	25th Apr.	25th Apr. 4 p.m.	MANILA, M'KRAE, & SOERABAYA
TJISAROEBA	S'HAU & AMOY	2nd May	4th May 4 p.m.	MANILA, M'KRAE, & SOERABAYA
TJILEBOET	DALAT, K'LUNG, & AMOY	6th May	8th May 4 p.m.	MANILA, M'KRAE, & SOERABAYA
TJISONDARI	S'HAU & AMOY	13th May	15th May 4 p.m.	MANILA, M'KRAE, & SOERABAYA
TJIRINI	DALAT, K'LUNG, & AMOY	20th May	22nd May 4 p.m.	MANILA, M'KRAE, & SOERABAYA

NORTH BOUND.

STAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE	FOR
TJIMANOER	JAVA, MAKASSAR	1st May	4th May	AMOY & N. CHINA
TJISONDARI	BATAVIA	1st May	3rd May	AMOY & S'HAU
TJIKEMBANG	BATAVIA	11th May	13th May	AMOY & S'HAU
TJISALAK	JAVA, MAKASSAR	15th May	18th May	AMOY & N. CHINA

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Money and Markets

HONG KONG MARKET REPORTS.

Quotations at yesterday's local market for rice and other food-stuffs were as follows:—

Rice.	Per Picul.
Green Seal, Hung Sing	88.64
Glutinous Broken	6.02
Red Seal, Sheung Pak Sing	6.18
Glutinous Granulated	5.30
Black Seal, Sheung Pak Sing	7.85
Pokmei granulated	5.32
Green Seal, Ching Sing	5.31
Glutinous	6.32
Red Seal, No. 1 White	6.03
Red Seal, No. 2 Broken	5.77
Green Seal, Unglutinous	6.93
Ching Sheung Chien, Glutinous	6.81
Hung Sap Tsz, White	6.17
Miscellaneous.	
No. 24 Coarse granulated sugar	7.28
No. 18 Coarse granulated sugar	7.10
Scarlet Bean, Newchwang	3.40
Green Bean, Sunsheng	4.00
White Beans	5.60
Black Bean, Chingyan	5.00
Soy Bean, Saisheng	20.03
Canned Awabi, Kam Shan	22.00
Red Melon Seeds	20.90
Green Hemp	21.50
Groundnut Oil, Fongtze	

CANTON BEAN AND OIL MARKET.

For some months, the market for groundnut oil has been dull and price low. The same applies to the bean oil market. Both camellia and wood-tar oils are normal.

The general market for beans is fair and prices are high on account of the scarcity of both stocks and arrivals. Quotations are as follows:—

Oils.	
Groundnut Oil, Fongtze	\$22.50
Groundnut Oil, Tung Wo	
Cheung	22.70
Wood-tar Oil	30.60
Camellia-nut Oil	20.70
Bean Oil	15.10
Beans.	
Soy Bean, Chu Wong	\$ 9.70
Soy Bean, Lin Wong	9.75
Soy Bean, Choi Chu Wong	9.80
Black Bean	8.32
Green Bean	9.80
Green Bean, Sunsheng	12.03
Scarlet Bean	11.70

SUGAR.

PRICES FALL IN LONDON AND NEW YORK.

Messrs. Pentreath & Co. have forwarded us the following letter, dated March 28, received by them from Messrs. Hornby, Hemelryk & Co., Liverpool:—

Prices on the London market are from 1½d. to 4½d. lower on balance, with the exception of March whites which shows a rise of 1s. 3d. owing to a squeeze in this delivery.

Both the London and New York markets have experienced a further decline in prices during the past week on Cuban selling pressure and on the disturbed financial situation in America. Cubans touched a new low level, business have been done with American refiners at 17½c. C. and F. New York.

The Dutch Government estimates the forthcoming Java crop at 3,027,000 tons, which would be rather larger than last year's output. A moderate increase is expected in European savings, estimates of the next Czechoslovakian savings varying from 5 to 10 per cent.

The weakness in Wall Street naturally affected the sugar market and is bound to be a disturbing factor until the situation is clearer. On its merits, sugar is reasonable at the present level, and although patience may be required, we think that purchases in weak markets should eventually show a profit.

Close London (raw beet): May 5s. 4d., last week 5s. 8½d.; August 5s. 4½d., last week 5s. 3½d.; Dec. 5s. 4½d., last week 5s. 6½d. White: May 11s. 5½d., last week 11s. 9d.

Our New York correspondents cable that the trade is anticipating seasonal improvement in the consumption of refined sugar coincident with the approach of the peak consumption in Cuba. Accelerated consumption in Asia is reported to be helping the absorption of Java's record crop.

TO BE WOUND UP.

UNITED ASBESTOS ORIENTAL AGENCY LTD.

At an extraordinary meeting of the shareholders of the United Asbestos Oriental Agency, Ltd., held yesterday morning at the offices of Messrs. Dodwell & Co., Ltd., it was decided that the company should be wound up and that Messrs. Dodwell & Co., Ltd., be appointed liquidators.

The meeting was presided over by Mr. J. P. Warren, and there were also present Mr. T. E. Pearce, Mr. H. J. Silva, Mr. R. S. Vieira and Mr. G. R. Edwards (Secretary).

CHAIRMAN'S SPEECH.

Addressing the shareholders, Mr. Warren said:—

"As you are aware, the results of this company's working for the last three years have been very disappointing and not only has it been impossible to pay any dividend but arrears have had to be made on the company's resources in order to keep things going."

At the last annual general meeting, the Hon. Mr. Owen Hughes said he considered some serious steps ought to be taken in view of the unsatisfactory state of the company's business. The chairman replied stating that Messrs. Dodwell & Co., Ltd., who were the largest shareholders, in view of such a position as referred to by the Hon. Mr. Owen Hughes, had had in mind the advisability of voluntary liquidation while the assets of the company were still intact.

Unsatisfactory Results.

Your General Managers have had this matter under consideration for some time past and as the working result of the current year is unsatisfactory and there does not appear to be any chance of the company showing an improvement, they have reluctantly decided that the best thing to do is to go into voluntary liquidation.

The working for ten months without allowing anything for depreciation, bad debts, etc. will come out about even, the turnover being smaller than in previous years resulting in less revenue.

The Objects.

As you probably know, this company was originally founded to supply stores, paints, engine room requisites, etc., to steamers frequenting the port, but owing to world-wide stringency with its consequent reduction in expenditure, steamers take most of their supplies at home ports, and adding to this the ever increasing competition on all sides in this class of business, this company does not secure sufficient orders to make it a paying concern.

Your General Managers have given this matter their very serious consideration and have finally come to the conclusion that liquidation is in the best interests of shareholders.

I therefore beg to propose the following resolution as an extraordinary resolution:—

"That the company be wound up voluntarily and that Messrs. Dodwell & Co., Ltd. of Hong Kong be appointed liquidators for the purpose of such winding up."

The proposal was seconded by Mr. Pearce.

A further extraordinary general meeting will be held at 11 a.m. on Friday, May 10, at Messrs. Dodwell & Co., Ltd. for the purpose of confirming the above-named resolution as a special resolution.

GERMAN SAVINGS DEPOSITS.

A STEADY INCREASE.

Berlin (U.P.).—German savings deposits, which were virtually wiped out during the inflation years, have shown a steady growth since 1923 and to-day total more than seven billion marks, a recent official statement revealed.

Moreover, according to these statistics savings are increasing at the rate of about a billion marks every six months, which is approximately the rate attained just prior to the World War. It took German depositors until April, 1923, a period of 16 months, to save their first billion marks; the second billion was reached in March, 1924, a period of 11 months; the third, in December of the same year, nine months; the fourth in June, 1927, six months; the fifth in January, 1928, seven months; the sixth in July, 1928, six months; and the seventh in January, 1929, six months.

The total deposits at the end of each full year since the inflation are shown in the following table (the totals being given in millions of marks):

Year.	For entire country.	For Prussia alone.
1924	606.0	404.1
1925	1,615.0	1,090.2
1926	3,036.4	2,019.5
1927	4,667.0	2,985.3
1928	6,988.2	4,302.8

FAR EASTERN TRADE.

CHARTERED BANK'S REVIEW.

The 75th ordinary general meeting of the Chartered Bank of India, Australia and China was held on March 27, on the bank's premises, 33, Bishopsgate, E.C.

Sir Montagu Cornish Turner (the chairman) presided.

Mr. W. E. Preston (chief manager) having read the notice convening the meeting and the auditors' report.

The Chairman said: Gentlemen,—From the annual report which is now before the meeting you will notice that our valued colleague, Mr. Lewis Wallace, acting under imperative orders of his medical adviser, found it necessary to resign his seat on the Board, very much to the regret of his colleagues. Mr. Wallace had been a director of this bank for 28 years, and in that period had always shown a very keen interest in the affairs of the bank, and gave it all the support in his power. We wish him, most sincerely, renewed health and strength in his present retirement from active work. (Hear, hear.)

To fill the vacancy on the board thus caused we are glad to say that Sir Henry Pelham Wentworth Macnaghten has accepted the invitation of the directors to join the board, and thus the old and valued connection with Messrs. Wallace Bros. has been maintained. Sir Henry has had considerable business experience in the East and will prove a valuable addition to the board. (Hear, hear.)

Difficult Trading Conditions.

In moving the adoption of the report and statement of accounts I greatly regret that the results for 1928 have proved disappointing and less favourable than we anticipated at the commencement of the year. Just as trade conditions at home proved, in the working out, to be less favourable than anticipated, and the expected improvement in the East, which was generally expected, so in the East our hopeful anticipations have not been realised. I cannot say that there has been a great decrease in the volume of trade, but it has been a difficult time for merchants and bankers, especially in India and China, the cause for which I shall presently deal with.

India, as we know, has been for some months greatly disturbed by political turmoil, entirely detrimental to the interests of the country. Added to this, various disastrous strikes, fomented, we believe, by outside evil influences, have occurred in the railways, the mills, and other basic industries. These strikes have done more to prejudice the prosperity of India than any depression in the markets of the world which the consumers of Indian goods have met with. At the present time firmness is required to prevent further mischief.

Competition Among Exchange Banks.

In my speech last year I referred to the absurd and excessive competition amongst the exchange banks to secure the business offering at nearly every trade centre in the East, with the result that Exchange margins have been cut to vanishing point.

From every point of view this is deplorable and disastrous. It is true that the number of Exchange Banks both in India and China is in excess of trade requirements, but to my mind there is no sense in working for nothing and taking risks merely to secure business. There should be limits fixed beyond which business should be refused. (Hear, hear.) I trust that an improvement will be made in this respect in the near future.

Indian Trade.

As regards the trade of India generally, there was a balance in favour of India of some 9 million sterling for the 9 months ending December, 1928. For the first two months of the year a favourable balance was shown in January, but in February an adverse balance of some 117 lakhs of rupees. This adverse balance was due chiefly to the import of wheat from Australia and Canada, which is now in course of development. India normally imports about 50,000 tons of foreign wheat, and the unusual imports which are now taking place are due to (1) partial failure of the monsoon in the North-West provinces and Punjab; (2) the restriction of the area under cultivation and poor crop for last year; (3) the higher standard of living amongst Indians in the big towns in the North of India; for what rice is to Eastern and Southern India, wheat is to Northern India, and in case of failure of the monsoon, not only is there no balance of wheat in the country for exports, but, as is the case now, large imports are necessary.

In the Punjab the crop for last year was 20 per cent. below the normal, and in the United Provinces is about 9 million tons, of which 8 million tons are consumed in the country. At the present moment we believe some 800,000 tons have arrived, or are in course of transit, from Australia and Canada to India, so that for this month there is likely to be again an adverse balance of trade. This 800,000

tons wheat represents a sterling value of about £8,000,000. Had wheat been available for export bills would be offering to that extent.

The Cotton Crop.

The cotton crop for all India is estimated round about 6,000,000 bales, and exports up to date from Bombay and Kurrachee are in excess of those for last year by some 350,000 bales.

Indian mills will also be consuming more if the insane policy of strikes in Bombay comes to an end through sheer exhaustion. I regret to say that there is no sign of improvement in the Bombay Mills industry, which would seem to need drastic handling, but with a strike lasting for more than six months no results but disaster could be possible.

Exports of jute and tea have been quite up to the normal, and we should say that both the jute mill and tea industries are in a very healthy condition.

A noticeable feature in the export trade of India has been the increased shipments of ground nuts, which now exceed one million tons.

Piece-Goods Trade.

As regards imports of yarn and piece goods it appears that though Manchester still maintains its hold on the trade in white goods Japan is increasingly supplying India's requirements for unbleached and coloured piece-goods.

The increase in the sales of coloured goods from the Continent and Japan is undoubtedly due to the cheaper cost of production in those countries. With cost of production in the United Kingdom on the present basis, sales of Manchester goods must suffer. The purchasing power of India is little, if any, above what it was in pre-war days, and in view of this, India can hardly be expected to be in a position to purchase the same quantity of goods at higher prices.

Admittedly Manchester goods still hold their own when quality, compared with price, is concerned, but when the purchasing power of the consumer is small, price is a much more important factor than quantity. It is, therefore, of prime importance that the question of cost should be seriously and efficiently tackled by the Lancashire Mills. I welcome, there, the movement initiated by the Lancashire Cotton Corporation, Ltd., and wish it all success. (Hear, hear.)

Burma and Ceylon.

In Burma trade conditions, with the exception of timber and oil, have been decidedly unsatisfactory. The foreign demand for rice was weak and prices accordingly dropped, and as a corollary the piece goods market sagged and importers suffered.

In Ceylon the cloth bazaar has also suffered, its buying power being curtailed by the lower prices obtained for the principal exports, tea and rubber, especially the latter; but at the moment the outlook is hopeful.

Straits Settlements and the F.M.S.

As regards the Straits and F.M.S., the chief feature of interest has been the effect of the withdrawal of the Restriction Scheme connected with the rubber industry. The anticipation of this withdrawal caused perhaps even more trouble and anxiety than when the restriction actually came to an end in November; but it meant this, a reduction in price for spot rubber from 1s. 8d. per lb. to the lowest limit of 7½d. in November. That such a decline in price of the commodity eventuated without a great catastrophe, although, of course, a remarkable testimony to the soundness of the trade. With the price of rubber at about 1s. a lb. and practically on a rock-bottom basis, the outlook is healthy. The American consumption has increased, and with the economies effected and likely to be effected in the working of estates, we can look forward to the prospects of the rubber industry with confidence.

The output of tin also showed an increase, and the price has dropped about £20 per ton compared with prices for the two preceding years.

As regards imports, the fall in the price of rubber has naturally reacted on the consumption of imported goods, but not to the extent anticipated, and the general evidence is that normal trading in the bazaar has recommenced.

The boycott of Japanese goods continues locally amongst the Chinese section of the community in the Straits. This is to the advantage of imports from Europe.

The outlook generally in Malaya for the coming year seems much brighter than was anticipated some months ago.

China.

Now about China. There has been a remarkable recovery during the past year. Civil war has stopped, and there are distinct signs of a will to peace on the part of the Generals and Party leaders who control the various areas in that vast country. They have been sitting round the same table for some months, and the Government at Nanking is now formally recognising the whole country. With the general desire for peace amongst its leaders, backed up by the powerful Chinese Banking and Commercial interests, I cannot believe that the present movement of troops will lead to anything like the recurrence of civil war. China is in a state of transition from

Civil War to settled Civil Government, and in that process troubles of minor magnitude are bound to arise. With the partial restoration of internal order there has been an immediate improvement in trade, the Customs figures showing an increase of Tls. 3,000,000 for the past year. Business in North China and Manchuria has been fairly good on the whole, and one of the outstanding features in that sphere has been the huge imports of flour from Canada, due, we learn, to the Chinese peasantry now demanding a higher standard of living. There has been a great wave of emigration and development in North Manchuria, and we have opened branches at Harbin and Dairen, the former town being the terminus at the junction of the two main railways linking Europe and Eastern Asia. Last season's export from Manchuria to Europe of soy beans totalled 1,400,000 tons and 800,000 tons to other countries, chiefly to Japan. The rapid spread of roads and motor-transport throughout the interior of China gives promise of a general stimulus to trade.

Increasing Prosperity at Ports.

The great ports of Shanghai, Hong Kong and Singapore are steadily increasing in population and in prosperity, and the Chinese are now taking a conspicuous part in commercial, industrial and banking activities throughout Eastern Asia. Their ability and energy is such that they are already active competitors in every field. We welcome their competition, for the need of the Eastern markets is development and increased trade—the production and distribution of real wealth. We have faith in the future of China and the Chinese people, and we are adjusting ourselves to meet the new conditions and new requirements of an area which must become one of the world's greatest markets.

Japan.

In my speech last year, I referred to the effects of the financial crisis of 1927 in Japan, when several banks had to go into liquidation: an interesting sidelight on the events which then took place is that 567 banks have since placed in various amalgamations, and the net decrease in the number of banks is no less than 317. At the end of 1928, the number of banks of all kinds operating in Japan proper amounted to the formidable total of 1,704, and there is little doubt that the weeding-out process to which I have just referred has been of great benefit to the country as a whole.

Trade and economic conditions in Japan showed no improvement during the past year, and the adverse balance of trade was approximately Yen 122,000,000. The agitation in the Press and in certain financial circles for the lifting of gold embargo still goes on, resulting every now and again in a wild gamble in Yen, but no authoritative statement has yet been made by the Government of definite plans for the removal of the embargo—other than that it can only come about when the stabilization of the country's finances has been completed and on a settlement of the China problem.

The news that an agreement has been reached between China and Japan in regard to the Tsinanfu incident is most satisfactory. The evacuation of the Japanese troops from Shantung, which necessarily follows on ratification of the agreement, will be helpful to the Nanking Government, and the ending of the boycott on Japanese goods in China and elsewhere will be decidedly beneficial to Japan.

Japan's business with the Straits and Siam had suffered very severely during the past year, owing to the continued boycott by Chinese traders of Japanese goods, and until the country comes to a better understanding with China these conditions are not likely to show any great improvement.

As elsewhere in the East, the competition in Japan for every scrap of exchange business offering is of the fiercest kind.

Sub-division of Shares.

As regards Mr. Hargreaves' suggestion that the question of sub-division of the shares of the Bank be considered, I may mention that this has not been lost sight of, but the Board have decided that no action be taken meantime.

The draft of the new Charter consolidating the provisions of the existing charters has been prepared and settled by counsel. The matter is now being discussed with the Treasury. As regards the new Deed of Settlement, a draft has been prepared introducing new and up-to-date bye-laws in place of the regulations contained in the present Deeds of Settlement. These are being considered.

The Balance Sheet.

Turning to the balance-sheet, the item of bills of exchange and Treasury bills shows a reduction of £2,645,668, as compared with 1927. But of this amount over £2,000,000 is accounted for by the sale of Treasury bills held in India, proceeds of which were remitted to London. Against this we have an increase in cash £269,000 and an increase in loans and bills discounted of £2,277,000. Sundry assets also show an increase of £31,000. On the liability side loans payable show a reduction of £2,639,000.

In conclusion, I desire to express the thanks of the board to Mr. Preston, our chief manager, and his

fellow-managers at head office, Mr. Bruce and Mr. Miller, for their untiring and ceaseless attention to the interests of the Bank. (Applause.) I would also thank, on behalf of the Board, the Managers abroad, and the entire staff, home and foreign, for their loyal and devoted efforts to serve in the best possible manner the interests of the Bank. (Applause.)

I now move:—That the report now presented, together with the balance-sheet and profit and loss account, be approved and adopted."

Mr. W. Foot Mitchell, M.P., seconded the resolution.

Mr. Frederick Tomkinson said that, having regard to the extreme difficulties which had been experienced in carrying on business during the past year, the report submitted was most satisfactory. He wished to thank the Chairman for his speech, which, at previous occasions, had been most illuminating. (Hear, hear.)

The motion was carried unanimously.

The Chairman next moved: "That a dividend at the rate of 14 p.c. per annum for the half-year ended December 31 last, together with a bonus of 5s. 6d. per share, free of income tax, be now declared payable on and after the 3rd proximo."

Mr. Colin F. Campbell seconded the resolution, and it was unanimously adopted.

On the motion of the Chairman, seconded by Mr. Edward F. Mackay, the election of Sir Henry Pelham Wentworth Macnaghten as a director was confirmed.

Tribute to the Chairman.

Mr. W. Foot Mitchell then proposed the re-election of Sir Montagu Cornish Turner, Sir Henry Pelham Wentworth Macnaghten and Mr. Archibald Auldjo Jamieson as directors. In doing so he remarked that Sir Montagu Turner had been a member of the board for over a quarter of a century, and had presided over the business of the bank for some 25 years with most conspicuous success. Those who worked with him on the board felt that they could not possibly have a better Chairman or a better leader—(hear, hear)—and he (the speaker) knew that that confidence was echoed by all the shareholders and everyone who was interested in the success of the Chartered Bank. (Hear, hear.) He would like to add that he was sure all present would wish to express their deepest sympathy with Sir Montagu in the loss he had recently sustained by the death of Lady Turner. The Chairman had already referred to the acceptance of a seat on the board by Sir Henry Macnaghten, and he (the speaker) would only add that the Directors were quite sure he would make a most excellent and valuable colleague. Mr. Jamieson still goes on, resulting every now and again in a wild gamble in Yen, but no authoritative statement has yet been made by the Government of definite plans for the removal of the embargo—other than that it can only come about when the stabilization of the country's finances has been completed and on a settlement of the China problem.

Mr. Henry Bateson seconded the motion, which was passed unanimously.

The Chairman said he would like to thank Mr. Foot Mitchell for the very kind terms in which he had proposed his re-election, and also to say that he very much appreciated Mr. Foot Mitchell's expression of sympathy. As to his own services, he could assure the shareholders that he would continue to do his best, and, as long as he had such good colleagues and such able management at the head office to back him up, he did not fear for the future. (Applause.)

On the motion of Mr. Thomas Roberts, seconded by Mr. W. Wallace, the auditors (Mr. David Charles Wilson, F.O.A., and Mr. Henry Croughton Knight Stileman, F.O.A.) were reappointed.

Mr. E. T. Hargreaves said he had much pleasure in proposing a hearty vote of thanks to the Chairman and his colleagues on the Board, as well as to the gentlemen who acted in a managerial capacity and those who represented the bank abroad. There was no doubt that Sir Montagu was an ideal chairman for a bank such as theirs. He had had a very large experience in the East, and he had, as Chairman, just that touch which was so extremely valuable in dealing with those who were associated with him in the conduct of the business. He was perfectly satisfied that there was no one connected with the company who did not regard Sir Montagu in the light of a friend, and the way he was spoken of by those carrying on the business in various parts of the world showed that he was held in the highest esteem, sometimes mingled with affection. (Hear, hear.) With regard to the London management, he had the pleasure of knowing several of its members, and he desired to say that he had always been received by them with every courtesy in dealing with the business which he had to transact with them. (Applause.)

Mr. F. Tomkinson, in seconding the proposition, said he wished to emphasise the obligation which the shareholders were under to those who were working in their interests, sometimes in very disadvantageous circumstances, in distant parts of the world. He would also like, from the shareholders' side of the table, to say how deeply they felt about Sir Montagu's loss and how much they sympathised with him.

The vote of thanks was carried with acclamation.

(Continued at foot of next column.)

SITUATION VACANT.

WANTED.—CHINESE MALE with knowledge of Stenography. Reply: The SECRETARY, P.O. Box 22. 17681

WANTED.—Lady Stenographer, BRITISH, for Six Months. Must be absolutely expert.—Reply: The SECRETARY, P.O. Box 22. 17682

WANTED.—Young Lady, BRITISH, Good Knowledge of shorthand and Preferably Experience of Cables.—Reply: The SECRETARY, P.O. Box 22. 17683

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

APRIL 24, 1929.	
H.K. Banks 11.230 sol.
Do., London 21.251 nom.
Chartered Banks 21.251 buy.
Mercantile Banks, A. & B. 233 nom.
Do., C. 21.151 nom.
P. & O. Banks 231 nom.
East Asia Banks 230 nom.
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Union Insurance \$75.50 277 sol.
North China Ins. 11.160 buy.
Yongtze Insurance 11.250 nom.
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H.K. Fire Ins. 27.65 buy.
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Union Waterboats 23. nom.
Benguet 23. nom.
Kailan Mining Admin. 21. buy.
Langkat (combined) 21. 14 nom.
Do. (single) 21. 74 nom.
S'hai Explorations 21. 2.50 sol.
Shanghai Loans 21. 44 nom.
Banks 24.65 nom.
Trenth Mines 17.76 nom.
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B.K. & W. Docks 236 sol.
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Hongkong 27.17 buy.
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Ewo Cottons 21. 124 buy, 12.50 sol.
Oriental Cottons 21. 1.95 buy.
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Do. (new) 21. 33 nom.
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Macao Electric 2184 nom.
Sandakan Lights 221 sol.
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China Buses 21. 13 buy.
Singapore Buses 11.6 nom.
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China Sugars 21 nom.
Malayan Sugars 227 buy.
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United Asbestos 24 buy.
Dairy Farms 21.24 buy, 2 sol.
Watsons 80 eta. buy.
Dor & Warrids 80 eta. buy.
MacIntoshes 212 buy.
Rimmers 212 buy.
Wm. Powells 23.65 nom.
H.K. Amusements 230 buy.
H.K. Constructions 211 sol.
S'hai Indus. G.L.Bonds 684 buy.
H.K. Govt. Loans 747 prem.
buy, -buyers; sol, -sellers; sa, -sa	
nom, -nominal	

ITALIAN OPERA COMPANY.

SPLENDID PERFORMANCE OF IL TROVATORE.

VIRILE SINGERS.

The Italian Opera Company made an excellent start in their two weeks season at the Star Theatre when they gave Verdi's *Il Trovatore* last night. There was a very good house and a most enthusiastic one, showing that there is a real love of good music in the Colony. The Company has an abundance of talent and while the four principals were in admirable voice throughout one felt that the minor parts had been assigned to singers whom we shall probably hear in the leads later on. There was a wonderful strength and virility in the singing; most of the company are well above average height and Signor Mauceri Barontini, who played Fernando is a veritable giant. They sang, it seemed, without effort and from an inherent love of their art.

For all that *Il Trovatore* lacks the quick movement the close-knit story and the human interest of the more recent operas of Puccini and Massenet it still remains a favourite. While we are not worried by the sorrows of Leonora, still the music and the story so romantic and artificial, sweeps us back into a dream world, holding us there till the curtain falls on the final haughtiest; and the echo of Azucena's last pathetic notes haunts us as we re-enter the ordinary life of today.

Every member of the cast seemed entirely to live the part he or she was playing. So, entirely had they identified themselves with this realm of strange gipsies, armed soldiers and their feudal lords that the audience could but follow. The opening scene, chorus and principal singing with haunting power gripped from the first, and in the famous Miserere duet, the singers swept their hearers into this despair of dungeon and weeping heroine at the castle gate.

The Players.

Of the cast four members stand out, and of the four, Mlle. Bodini as Leonora, the tragic heroine, made, perhaps, the deepest impression last night. Mlle. Bodini has a very lovely full voice, a voice which reminds you of records sung by Galli Curci. The visit of Madame Galli Curci is so recent that it is easy to draw a comparison between these two singers. Where the famous prima donna was nervous and you wondered whether or no her voice would do what she required of it, Mlle. Bodini sings with complete ease and confidence. Her voice is, perhaps, of less bird-like clarity, for after all it is not given to everyone to have the wonderful gift which is Galli Curci's, but it is fuller and richer in tone. Her first song "Tacea la Notte Placida" delighted and prepared the audience for subsequent pleasure. The song in the beginning of the act also contained some very lovely notes and was sung with a full and moving under-current of grief.

Signor A. Giovannoni who took the part of the hero Manrico, has also a very fine voice and acts, even in this very artificial opera, with conviction. He sang the famous love song "As si Bene O" very well indeed giving it meaning and bringing out to the full the haunting pathos of the lyrical number. Well as he sang, however, with Mlle. Bodini, the duet at the close of the second act with Azucena the gipsy (Mlle. R. Agostino) was perhaps the most effective, although it was the finale of the third act which as usual drew an encore played her part with vigour and meaning. While her voice did not appear to be as fine as that of Mlle. Bodini, she has some beautiful notes particularly in dramatic passages and sang "Al nostri monti" with very lovely feeling.

Signor A. Reali has the part of Count Luna, the villain of the piece, and has one fine song. Signor Reali was inclined to throw his voice too far with a consequence that an echo spoilt his first trio with Leonora and Manrico, but he realised this and attained the correct pitch later. He played with conviction the role of the naughty and cruel count and his strong voice did much to contribute to the vitality of the whole performance.

The other important roles were taken by Mlle. Celi as Inez, the attendant of Leonora, who has a charming duet with her mistress in the first act; Signor Mauceri as Fernando, a captain of the Luna's guard, whose fine bass voice, I expect will be heard to better advantage in a subsequent opera; and Signor N. Barontini as Ruzo, a soldier of Manrico, who also does not have a great deal to do in this opera.

The chorus is excellent and did a great deal to enhance the general effect. Some of them will probably be heard in larger parts later in the season. The famous Anvil chorus of the second act went splendidly.

The orchestra seemed rather crowded but played extremely well under C. Costantino's baton. This evening the Company give *Rigoletto*, another old favourite, and on Friday, that real thriller *Tosca*, which as pure melodrama is as good anything on the stage—and it has Puccini's music.

FOOTBALL.

YESTERDAY'S GAMES.

KOWLOON'S BELATED VICTORY.

Yesterday's games in the Hong Kong League resulted as under:—

Division II.
China Athletic South China
Res. 2 "A" 0
Kowloon F.C. Somerset L.I.
Res. 1 Res. 0

The above games completed the fixtures for the Junior Division.

CHINA ATHLETIC v. SOUTH CHINA "A."

The game between the above teams on the Hong Kong F.C. ground was a poor one. China Athletic winning by two clear goals. A little feeling crept into the game, and the referee cautioned two players.

The Athletic were the better team, but the football was much below the usual standard for the Chinese teams. Mak Kwok Lung scored in the first half of the game, the Athletic leading by a goal to nil at the interval.

After missing several easy chances in the second half, the Athletic went further ahead through Wong Hing Chung. South China rallied in the closing minutes but failed to penetrate the Athletic defence. Result:—China Athletic 2, South China "A" 0.

KOWLOON RESERVES v. S.L.I. RESERVES.

A good crowd witnessed the closing League game on the Kowloon F.C. ground, the home team winning by a goal to nil.

The S.L.I. did most of the attacking throughout the game but failed to register a point. Kowloon defended strongly and just before the final whistle sounded, King went through the military defence and scored a brilliant goal. The Somerset were unlucky to drop both points. The result has no bearing on the League Championship.

St. Joseph's have failed to keep their fixtures with the S.L.I., China Athletic and Royal Navy. The points will probably go to these teams, which will give the Royal Navy the championship, with the K.O.S.B. runners-up.

DEWARISMS FOR ARTISTS.

GENERAL KNOWLEDGE AT A DINNER.

Lord Dewar, the famous after-dinner speaker, invented a new game during his speech at the Royal Institute of Painters in Water Colours at the Princes Galleries.

"You have no doubt observed that inquisitorial questionnaire column in the Press, headed 'How much do you know?'"

"I think I could improve on that column—the questions seem too complex. I should bring them down to the mentality of the crossword puzzle-list, and enshrine them in simple simplicity, such as:—"

"Why did Nero say, when he saw Rome burning, what an artist am I?"

"Why would it have been better for some self-made men to have consulted an architect?"

Scotsman's Pocket.

"Did the inventor of the bagpipes get the idea from stepping on a cat or when strangling a dog?"

"If money makes the mare go, what makes her stop?"

"What is the correct name for kleptomaniac?"

"What is a polite word for stolen?"

"Who was the first to make the little paper trousers worn by lamb chops?"

"Why is it that no man is a hero to his own mother-in-law?"

"Why is a one-way street like a Scotsman's pocket?"

"Why is it that a cow on a road never has any definite ideas of her intentions?"

"Why can love and sea-sickness be felt, but can never be described?"

"Why is it that it is not the size of the dog in a fight, but the size of the fight in the dog that counts?"

"Why does love break more banking accounts than hearts?"

"Why are some cheques without honour in their own banks?"

"Then will follow the editor's note: 'This competition will now stop; we have had enough of it.'"

CITY AND SUBURBAN RESULT.

A CLOSE FINISH.

TWENTY-ONE RUNNERS IN BIG EVENT.

[THROUGH REUTER'S AGENCY.]

LONDON, April 24.
The result of the City and Suburban, run to-day, was as follows:—

Parviz 1
Caballero 2
Elton 3

Won by half a length; neck between second and third. There were 21 runners.
Betting: 100/6 Parviz, 100/6 Caballero, 13/2 Elton.

WHEN KITCHENER WAS LOST.

ONE SURVIVOR OF H.M.S. HAMPSHIRE.

Ex-Stoker Walter Charles Farneden, of Lake Lane, Barnham, a porter on the Southern Railway, who joined the Navy in 1913 and took part in the Battle of Jutland, was one of the twelve survivors of the ill-fated Hampshire, in which Lord Kitchener met his death.

The dramatic incidents which attended the loss of the Hampshire are best described in Farneden's own words.

"At 7.30 p.m. I was on watch in the port engine-room when a terrific explosion occurred, and immediately the ship was plunged in darkness. We all remained at our posts until the order was given to abandon ship."

"Four Dreadful Hours."

"My station was No. 3 Caley float, and after we had assisted in getting the other two floats away we launched our own. There was 15 or 20 men in the float, and by the time we had picked up one or two from the water we were overcrowded."

"About midnight, after four of the most dreadful hours I have ever spent in my life, our float was dashed against the rocks near Stromness, and a large wave washed me over the side. I managed to struggle ashore."

"Dazed and shaken, I rested awhile. I had to crawl until I regained sufficient strength to walk to the nearest cottage. I knocked them up and explained what had happened, and they gave me some warm clothing and put me to bed."

"They afterwards searched the coast and discovered the other survivors. It transpired that six men had been saved from the second float and two from the first. Twelve in all were saved."

AMERICAN MARINES IN NICARAGUA.

SENATOR WHEELER STRONGLY IN FAVOUR OF WITHDRAWAL.

Washington, April 13.—Senator Burton C. Wheeler, Montana, arrived here to-day returning from his tour of investigation in Nicaragua and Central America to attend the special session of the Congress opening on Monday.

Senator Wheeler told newspapermen that he is convinced that the expeditionary force of the United States Marine Corps should be removed from Nicaragua and brought home.

"Our Marines in Nicaragua," the Senator asserted, "are doing little but ordinary police work which should be undertaken by the Nicaraguan government itself. Certainly the expenses of such work should be borne by Nicaragua and not by the United States. It is costing the American taxpayers \$250,000 a year or more to have our soldiers act as policemen in Nicaragua."

Senator Wheeler believed that generally the Marines have acquitted themselves most creditably in Nicaragua.

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Parcels will be received at this Office until Noon the Day of Sailing. The Contents and Value of all Packages must be declared.

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Hong Kong, 24th Apr., 1929. (7690)

PASSENGERS.

Arrivals.

The following passengers on board arrived on April 23 by the s.s. Aki Maru from Yokohama and way ports:—Mrs. C. Caldwell, Mrs. E. Hewitt, Mr. H. C. Triwedi, Mr. C. Hidaka, Mr. K. F. Lin, Mr. H. S. Lee, Mr. B. S. Tung.

The following passengers arrived on April 23 by the s.s. D'Artagnan from Marseilles:—Mrs. Kane, Mr. Georges Umo, Mr. and Mrs. G. W. Gordon, Mr. and Mrs. W. Smith, Mr. and Mrs. John Borg, Mr. C. J. Meyers, Mr. and Mrs. J. F. Stevens, Mr. and Mrs. J. Hansard, Mrs. Woods, Mr. Draper, Mr. Shozabura Fozuka, Mr. Yoshinori Inouze, Mr. T. A. T. Begg, Mr. Nguyen Cao, Mr. Graham Black, Mr. and Miss Armstrong, Mr. Donald Borg, Mr. W. A. Shedd, Mr. Intelzer Dreiffuss, Mr. and Mrs. Jones, Soeurs J. Bartels, J. Ott, M. Buckley, T. Liou, Mr. Antoine Chacou, Mrs. R. Pineau, Mr. Truong Dai Nang, Mr. Ly Vhat Tien and infant, Miss Tran Chat Mui, Mr. Giacomini, Mrs. Stierer, Miss Barone, Mrs. Hansen, Mr. Kwous.

The following cabin passengers arrived on April 23 by the s.s. Chenonceaux from the North:—Mr. Fan Mai Fong, Mr. S. K. Siboonruang, Mr. H. S. Siboonruang, Mr. M. Weille, Mr. Li Wei Seng, Mr. and Mrs. W. C. Tullis, Mr. K. M. Chu, Mr. John Lun, Mr. Domine, Mrs. Kentes, Mr. I. C. Lee, Miss Z. Kew, Mr. and Mrs. Velenge, Mr. S. U. Yeu, Mr. S. Dunn, Mr. and Mrs. Thys, Mr. and Mrs. Teissier, Mr. Vuong Ngoc Sing, Mr. Zumsteg, Mr. R. Garreau, Mr. Bernardin, Mr. de Forceville, Mr. and Mrs. Atkinson, Miss Johnson, Mr. Doi, Commandant Cadeaux, Mrs. G. Eadaya, Mr. Canavarro.

Departures.

The following first class passengers left Hong Kong on April 23 per s.s. Chenonceaux for Marseilles and ports:—Miss J. Katherine Cuffler, Miss Evelyn Shields, Mr. and Mrs. E. Thomann, Mr. Carpi, Mr. C. L. Ryeroff, Miss Marie Danjou, Mr. Danjou, Mr. Gaston O'Farrell, Mr. and Mrs. Dufauré de la Prade and three children, Lieut. J. H. L. Braganca, Mr. Demouré, Mr. and Mrs. E. J. Teal, Mr. Otto Steiger, Rev. Sister Marie Lintot, Rev. Mother St. Xavier Veroneersch, Rev. Mother Marguerite de St. Paul, Rev. Sister Hilaire, Mr. René Oustry, Mr. J. Le Goff, Mr. José Bollar, Mr. F. Herve, Mr. E. Gilhug, Mr. F. Roustant, Mr. E. Silven.

The following first class passengers departed per A.M.L. liner Pres. Madison from Hong Kong for San Francisco on April 23:—Master Philip Beckwith, Col. A. S. Bump, Mrs. Leona A. Bump, Miss Rosa Errez, Miss Eva Garcia, Miss Paz Garcia, Miss Sally Lucas Jean, Miss Blanche de C. Kaveny, Mr. and Mrs. Jose Gutierrez David, Mr. Eduardo Gutierrez, Mr. K. Kubo, Miss Rosario Ocampo, Mr. Nakaji Saikyo, Mr. and Mrs. H. Peterson, Mr. and Mrs. Roy Pitcairn, Mr. John Canson, Mr. U. L. Coble, Comdr. R. K. Turner, Mrs. Everett Beckwith, Miss Sue Beckwith, Rev. and Mrs. S. J. R. Ensign, Miss E. W. Ensign, Mr. N. G. Cooper, Mr. and Mrs. L. Stufkens, Dr. W. A. McIntosh, Rev. Lee Shau Yan, Mr. Lee Nim, Mr. Louie Fong Hong, Mr. and Mrs. McGinnis, Mr. Liu Tit Chu, Mr. Ding Ah Sut, Mr. S. S. Cheljeram, Mr. Wong Sau Sik, Mr. E. D. McKay, Miss F. Banvard, Miss Kilfoyle, Miss Ahern, Mr. Corrier, Mr. T. Sleigh, Mr. B. Russell, Mr. Elliott, Mr. L. H. Burke, Mr. Leung Chuk Man, Mr. Lau King, Mr. Geo. V. Monk, Mr. Wong King Ng, Mrs. Wong Leung Shen, Mr. and Mrs. Wong Borcha, Mr. C. A. Y. Huang, Mr. K. T. Chen, Mr. Sung Che Chang, Mr. and Mrs. T. Y. Ching, Mr. Lee Ching Chow, Mr. H. D. Robinson, Mr. H. C. Yung, Major and Mrs. Patts, Mrs. Rosario Garcia de Pons, Mr. Ting Tinn Sing, Mrs. Ting Tinn Sing.

(Continued on next Column).

CONSIGNEE NOTICES.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS. LIMITED.

FROM MIDDLESBRO, DUNKIRK, LONDON AND STRAITS.

The Steamship "BENNEVIS."

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No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st May, 1929, will be subject to Sale.

All Claims against the Steamer must be presented to the Underigned on or before the 15th May, 1929, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 24th Apr., 1929. (7694)

JAVA PACIFIC LINE.

NOTICE TO CONSIGNEES.

FROM SEATTLE, LOS ANGELES AND SAN FRANCISCO.

The Steamship "BENKALIS"

having arrived from the above Ports. Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves Delivery may be obtained.

Goods not cleared by the 1st May, 1929, will be subject to Sale.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 30th April, 1929, at 10 a.m., by Messrs. Goddard and Douglas, Hong Kong.

Claims against the Steamer must be presented in writing within Ten days after arrival of Steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the Underigned in any case whatever. Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LINE, Agents.

Hong Kong, 24th Apr., 1929. (7693)

The D.I. s.s. Tilawa will leave for Singapore, Penang and Calcutta at 7.30 a.m. on Saturday, the 27th inst.

Mr. Giuseppe Trajria, Mr. and Mrs. Uy Yet, Mr. and Mrs. W. A. Rogers, Mr. Romualdo Rivera, Mr. and Mrs. E. S. Ross, Miss Feliza Pekson, Miss Lucia Pekson, Mrs. Ruth Gardner, Mr. Bernard Lichtig, Miss Anna B. Frazer, Mrs. R. H. Powell, Miss H. Fowler, Miss Lucie Zurich, Mr. and Mrs. Samuel Frazer, Mr. and Mrs. R. Patterson, Master R. J. Patterson, Miss E. B. Reanie, Mr. Graham Black, Mr. J. G. Stout, Mr. and Mrs. M. L. Volway, Mr. Lee Tang, Miss Minnie Louise, Mr. and Mrs. F. Maire, Mr. Liu Foo Tan, Mr. Liu Foo Tat, Mr. M. Okasaki, Mr. and Mrs. F. C. Edwards, Mr. T. L. Wong, Miss Clemon, Miss Vauchan, Miss Chippendale, Mr. H. Grey, Mr. Tip-pett, Mr. Miller, Mr. C. V. Wallace, Mr. Wong Yan Fun, Mr. A. Hicks, Mr. Tong Yok Ming, Mr. Chau Lun Pu, Mrs. Sum Wang Shee, Mrs. D. H. Henty, Miss M. Bullmore, Mr. Leong Kong Tong, Mr. Yeung Chung Tim, Mr. Chua Sui Swa, Miss Von Borcha, Miss M. Bepch, Mr. K. S. Tsang, Mr. Shing Lee Chai, Mr. Chu Tse Liang, Miss A. Yung, Mr. K. K. Wong, Master W. Y. Wong, Mr. G. M. Hestonworth, Mr. and Mrs. G. M. Hestonworth, Mr. A. Butt, Mr. J. C. Lind, Mr. Ip Shau Chi, Mr. and Mrs. J. M. Nicholls, Mr. A. Nicholls, Mr. Kwan Fong, Mr. Lee Wai Tong, Mr. Lung Ko Lang, Mr. Lee Hon Ching, Mr. J. B. Kemp, Mr. and Mrs. Sum Pak Ming, Mr. J. Hartley, Miss A. McBeth, Mrs. Minnie Lent.

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To Manila

Pres. Jackson, Apr. 27, 6 p.m. Pres. Jefferson, May 21, 6 p.m.

Pres. Taft, May 7, 6 p.m. Pres. Grant, May 25, 6 p.m.

Pres. McKinley, May 11, 6 p.m. Pres. Lincoln, June 4, 6 p.m.

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SAIGON	"HANYANG"	On 25th Apr.	Noon
AMOI, SHAL, CHENG & TIENTSIN	"CHENG TU"	On 25th Apr.	8 p.m.
SHANGHAI & NEWCHANG	"YUNNAN"	On 26th Apr.	Noon
HONGKONG, PAKHOI & HAIPHONG	"HUPER"	On 27th Apr.	10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 28th Apr.	8 a.m.
AMOI, SWATOW & BANGKOK	"ANHUI"	On 28th Apr.	8 a.m.
SWATOW & BANGKOK	"KALGAN"	On 29th Apr.	Noon
FOOCHOW, SHANGHAI, SHAL, WEI-HAIWEI, NEWCHANG & DALNY	"LUOHOW"	On 29th Apr.	8 p.m.
HONGKONG & BANGKOK	"CHINHUA"	On 30th Apr.	10 a.m.
AMOI, SHANGHAI & TIENTSIN	"SHANTUNG"	On 30th Apr.	5 p.m.
WEIHAIWEI, CHENG & TIENTSIN	"HUICHOW"	On 1st May	10 a.m.
SWATOW & SHANGHAI	"NINGHAI"	On 2nd May	9 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 3rd May	8 a.m.
AMOI, SWATOW & BANGKOK	"ANTUNG"	On 5th May	8 a.m.
SHANGHAI, NEWCHANG & DALNY	"LIANGCHOW"	On 5th May	8 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 5th May	Noon
WEIHAIWEI, CHENG & TIENTSIN	"KUBICHOW"	On 11th May	8 a.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents. TELEPHONE CENTRAL 36.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASMANNIAN PORTS EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STATION	Days	Days
TAIPING	7th May	14th May
CHANGTE	11th June	18th June
TAIPING	8th July	15th July

For Freight and Passage Apply to— BUTTERFIELD & SWIRE, Agents. TELEPHONE CENTRAL 36.

NEW YORK, BOSTON AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD. AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hong Kong.

S.S. "BREXENOE"	via Suez Canal	8th May
S.S. "CITY OF LILLE"	via Suez Canal	16th May
S.S. "NELEUS"	via Suez Canal	8th June
S.S. "CITY OF SINGAPORE"	via Suez Canal	14th June

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to Change without Notice.

For Freight and Particulars, apply to— BUTTERFIELD & SWIRE, on the BANK LINE, LTD. HONG KONG HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd. CANTON.

PRINCE LINE

IMPROVED SERVICE

TO BOSTON AND NEW YORK

T.S. "ROYAL PRINCE"	May 10th
T.S. "IMPERIAL PRINCE"	June 6th
M.V. "JAVANESE PRINCE"	June 20th

For Freight and Full Particulars, apply to—

FURNES (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain) King's Building.



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
ATHOS II ... 7th May	SPRING ... 7th May
D'ARTAGNAN ... 21st May	ANGERS ... 21st May
SPRING ... 4th June	ANDRE LEBON ... 4th June
ANGERS ... 18th June	G. METZINGER ... 18th June
ANDRE LEBON ... 2nd July	PORTHOUS ... 2nd July
G. METZINGER ... 16th July	CHENONCEAUX ... 16th July
PORTHOUS ... 30th July	ATHOS II ... 30th July
CHENONCEAUX ... 13th Aug.	D'ARTAGNAN ... 13th Aug.

We can issue Through Tickets to Egypt, Straits Ports, East Africa, Madagascar by Transhipment on Mail Steamers at Port-Said, or Darnes. For DUNKIRK via Port-Said, Ouessant, Casablanca, Hamburg, Rotterdam, (Amsterdam).

For Full Particulars, apply to— Cie des MESSAGERIES MARITIMES, Telephone: C. 661 and 740. 3, Queen's Building.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

APRIL 23, 1929.											APRIL 24, 1929.										
STATION	Hour	Knots	Barometer at Sea Level	Thermometer	Humidity	Wind	Direction	Force	Clouds	Hour	Knots	Barometer at Sea Level	Thermometer	Humidity	Wind	Direction	Force	Clouds			
																			Direction	Force	Clouds
Wladivostok	19	30.22	76.7	50	...	SE	12	0	6	30.20	76.0	41	...	...	SW	0	0		
Nemuro	11	30.04	76.0	...	...	NW	4	...	5	30.24	76.0	...	...	...	SW	1	...
Hokodate	"	30.16	76.0	...	...	N	3	...	"	30.32	76.0	...	...	...	NNW	1	...
Tokio	"	30.24	76.0	...	...	N	1	...	"	30.32	77.0	...	...	...	WSW	1	...
Kochi	"	30.30	76.5	...	...	SW	1	...	"	30.14	76.5	...	...	...	SSE	3	...
Nagasaki	"	30.31	77.0	...	...	S	1	...	"	30.36	76.5	...	...	...	NW	1	...
Kagoshima	"	30.30	76.5	...	...	SSE	1	...	"	30.20	76.0	...	...	...	...	...	...
Oshima	"	30.26	76.5	...	...	ENE	2	...	"	30.14	76.5	...	...	...	E	1	...
Naha	"	30.22	76.5	...	...	SE	3	...	"	30.06	76.5	...	...	...	ESE	1	...
Ishigakijima	"	30.18	76.5	...	...	NE	1	...	"	30.24	76.0	...	...	...	E	1	...
Bonin Island	"	30.24	76.0	...	...	NW	6	...	6	30.15	76.8	44	100	...	NNE	2	...		
Chefoo	15	29.90	75.4	52	93	NW	2	0	6	30.05	76.9	57	96	...	SE	1	...				
Shanghai	14	30.00	76.0	...	73	SSE	6	0	6	30.11	76.8	60	94	...	SSE	2	...				
Gutzlaff	"	30.02	76.2	69	80	SSE	4	0	6	29.99	76.1	67	84	...	SE	2	...				
Sharp Peak	"	30.05	76.2	73	67	SSE	4	0	6	30.02	76.2	66	91	...	SE	2	...				
Amoy	"	30.05	76.2	73	67	SSE	4	0	6	30.02	76.2	66	91	...	SE	2	...				
Swatow	"	30.11	76.4	79	55	NE	1	0	5	30.02	76.2	61	59	...	...	...	...
Taihou	11	30.07	76.3	82	...	NNW	2	0	"	30.00	76.2	64	...	...	...	...	...
Tainan	"	30.15	76.5	75	...	NE	4	0	"	30.01	76.3	64	...	...	...	...	...
Koshan	"	30.07	76.3	85	...	NE	4	0	"	30.00	76.2	73	...	...	NNE	2	...		
Pescadores	"	30.08	76.4	75	...	NE	4	0	"	30.01	76.2	68	...	...	...	...	...
Hong Kong	14	30.10	76.4	75	...	E	3	0	6	29.98	76.1	70	83	...	E	2	...				
Gap Rock	"	30.02	76.2	74	74	E	3	0	"	29.96	76.0	...	...	...	ESE	4	...	
Macao	"	30.01	76.2	...	ENE	5	0	"	"	30.01	76.2	72	86	...	ESE	4	...				
Holbow	"	30.06	76.5	72	75	ESE	2	0	"	30.01	76.2	72	86	...	ESE	4	...				
Pratas Island	"	29.91	75.7	81	78	NE	2	0	"	29.95	75.0	74	86	...	FNE	4	...				
Phulien	15	29.99	76.1	76	78	ENE	5	0	7	29.89	75.9	72	98	...	ENE	4	...				
Tourane	"	29.93	76.0	75	86	SSE	2	0	"	29.88	75.9	73	...	...	ESE	2	...		
Cape St. James	"	29.88	75.8	79	...	SE	2	0	"	29.82	75.7	79	...	...	E	6	...		
Basco	14	29.81	75.7	82	...	ENE	7	0	"	29.84	75.0	75	76	...	ENE	2	...				
Aparri	"	29.98	76.1	81	62	ESE	4	0	6	29.94	76.0	75	72	94	...	E	0	...			
Tuguegarao	"	29.91	75.9	84	64	ENE	4	0	"	29.91	75.9	72	92	...	SE	1	...				
Vigan	"	29.89	75.9	90	55	SE	1	0	"	29.91	75.9	72	92	...	ESE	1	...				
Manila	"	29.82	75.7	86	58	WNW	4	0	"	29.82	75.7	79	85	...	NE	2	...				
Legaspi	"	29.84	75.7	80	48	NE	2	0	"	29.85	75.8	75	89	...	NNE	2	...				
Calbayog	"	29.80	75.6	86	71	NNE	2	0	"	29.80	75.6	79	96	...	...	...	...
Tacloban	"	29.79	75.6	90	60	NNE	2	0	"	29.80	75.6	79	96	...	...	...	...
Iloilo	"	29.81	75.7	84	77	E	7	0	"	29.81	75.7	77	91	...	NW	4	...				
Cebu	"	29.76	75.6	90	60	NE	6	0	"	29.80	75.6	79	91	...	NE	4	...				
Surigao	"	29.79	75.6	86	71	N	2	0	"	29.79	75.6	77	92	...	...	...	...
Saipan	"	29.79	75.6	86	71	N	2	0	"	29.78	75.6	77	92	...	...	...	...
Guam	12.22	29.85	75.8	...	...	E	4	0	4.22	29.91	75.7	76	...	...	E	4	...
Yap	11.00	29.78	75.6	...	...	S	2	0	"	29.82	75.7	...	...	...	SE	4	...
Pelew	"	29.78	75.6	...	...	...	...	...	"	29.80	75.6	80	...	...	SSE	2	...
Ponape	"	29.78	75.6	...	...	...	...	...	"	29.84	75.7	77	...	...	ENE	2	...
Labuan	14	29.78	75.6	90	77	NE	2	0	6	29.85	75.8	78	91	...	NE	2	...				

April 24, 10h. 57m.—The anticyclone now covers Japan; the depression appears to have filled up. Moderate monsoon will prevail over the China Sea. Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inch. Total since January 1, 2.34 inches, against an average of 10.26 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON THE 25th.

- 1.—Formosa Channel
- 2.—South coast of China between Hong Kong and Lamcocks
- 3.—Hong Kong to Gap Rock
- 4.—South coast of China between Hong Kong and Hainan

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, April 24.

Previous Day	On Date	On Date
at 2 p.m.	at 10 a.m.	at 2 p.m.
Barometer ... 29.99	30.01	29.93
Temperature ... 73	74	73
Humidity ... 71	76	77
Wind ...	E	E
Direction ...	0	3
Force ...	0	0
Weather ...	0.00	0.01
Rain ...	0.00	0.01

Highest open-air Temperature, 23.78

Lowest open-air Temperature, 24.70

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

\$7.50

will keep you in touch with Hong Kong news for six months

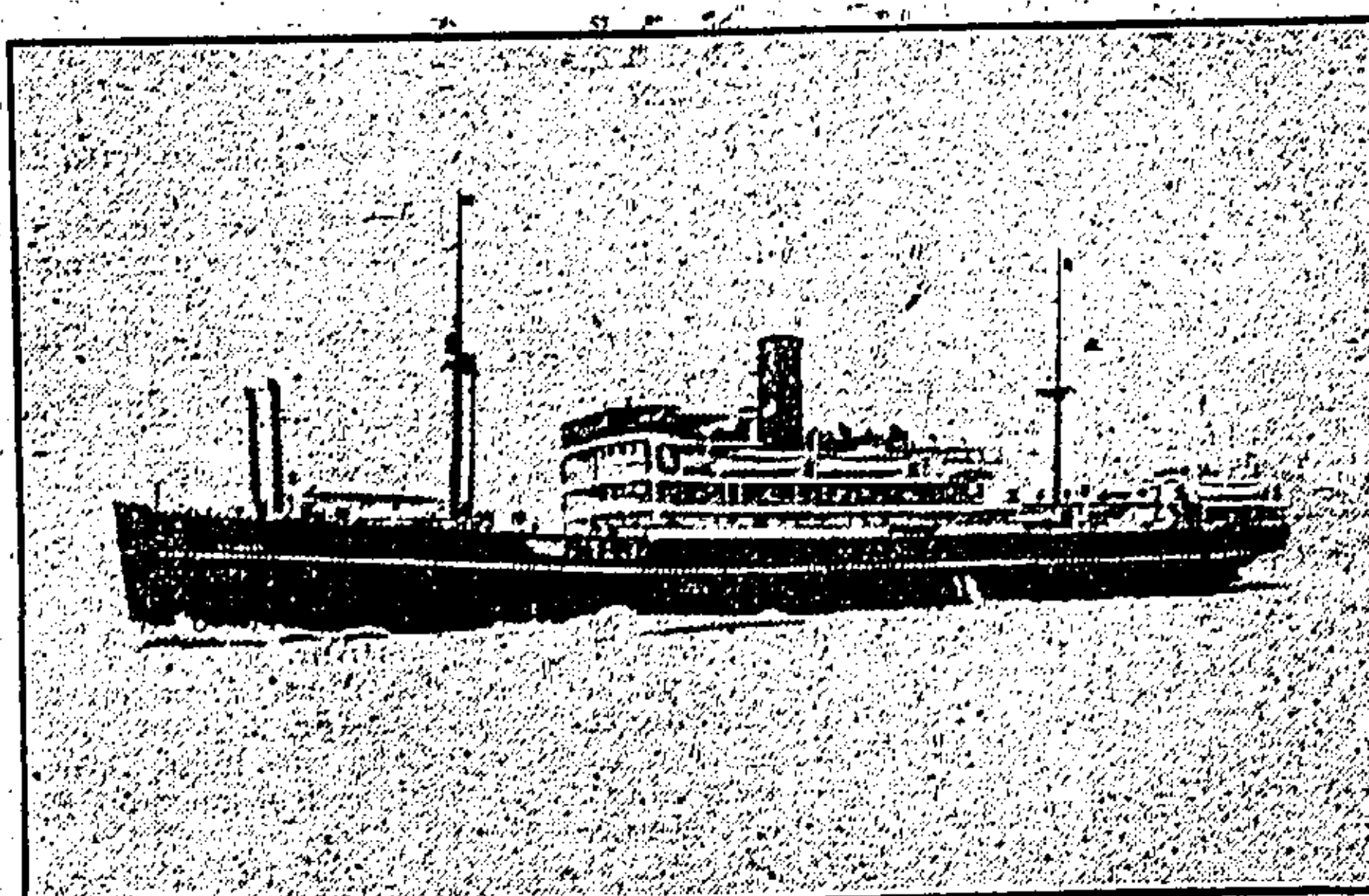
AFTER YOU GO AWAY

and you will certainly want to know what is happening. Send an order for the Weekly Press to be sent to you. We, at 11, Ice House Street, will do the rest.

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TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG. Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Editions; Western Union and Walker's, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron, Steel and Brass Founders, Forge Masters, Electricians.



S.S. "CHANGTE"

Passenger and Cargo Vessel, Built and Engineered at Kowloon Docks by THE HONG KONG & WHAMPOA DOCK CO., LTD. to the order of the AUSTRALIAN-ORIENTAL LINE, LTD. For Australia-Hong Kong Service.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.L.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"HOESANG" "YATSHING" "HANGSANG" "WAISHING"	Sun., 28th Apr., at 7 a.m. Wed., 1st May, at 7 a.m. Sat., 5th May, at 7 a.m. Wed., 8th May, at 7 a.m.
OSAKA via AMOI, MOI & KOBE	"HOSANG" "SUISANG"	Satur., 27th Apr., at 7 a.m. Satur., 11th May, at 7 a.m.
OSAKA via AMOI, SHAL, MOI & KOBE	"KUTSANG"	Sun., 5th May, at 7 a.m.
STRAITS & CALCUTTA	"KUMSANG"	Tues., 7th May, at 3 p.m.
SANDAKAN	"MAUSANG" "HINSANG"	Wed., 1st May, at 3 p.m. Fri., 10th May, at 3 p.m.
TIENTSIN	"CHONGSHING"	Satur., 27th Apr., at 7 a.m.
CANTON	"YATSHING"	Sun., 28th Apr., at 9 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD. GENERAL MANAGERS

Telephone: CENTRAL No. 215

GLEN LINE.

FARE: HONG KONG TO LONDON £88.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENSHIEL"	...	1st May
Motor Vessel "GLENBEG"	...	29th May
Steamship "GLENTIFFER"	...	26th June
Steamship "GLENSHANE"	...	24th July

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "PEMBROKESHIRE"	...	29th April
Steamship "GLENTIFFER"	...	16th May
Steamship "CARMARTHENSHIRE"	...	27th May
Steamship "GLENSHANE"	...	14th June
Motor Vessel "GLENOGLE"	...	22nd June

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE

FARE FROM HONG KONG TO GENOA:

Cabin class ... £73. Intermediate class ... £48. THROUGH BOOKINGS TO LONDON: Cabin class ... £80.

NEXT SAILINGS TO EUROPE:—

Freight S.S. "Dessau"	...	departures 28th April
Pass. S.S. "COBLENZ"	...	departures 4th May
Express Freight S.S. "Franken"	...	departures 20th May
Pass. S.S. "FULDA"	...	departures 1st June
Express Freight S.S. "Main"	...	departures 17th June
Pass. S.S. "TRIER"	...	departures 29th June
Express Freight S.S. "Lahn"	...	departures 18th July
Pass. S.S. "DREIFLINGER"	...	departures 27th July
Express Freight S.S. "Donau"	...	departures 12th Aug.
Pass. S.S. "SAARBRUECKEN"	...	departures 24th Aug.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen. Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers)

Pass. S.S. "FULDA"	...	due here 7th May
Freight S.S. "Main"	...	due here 17th May
Pass. S.S. "TRIER"	...	due here 5th June
Freight S.S. "Lahn"	...	due here 14th June
Pass. S.S. "DREIFLINGER"	...	due here 2nd July
Freight S.S. "Donau"	...	due here 12th July
Pass. S.S. "SAARBRUECKEN"	...	due here 31st July

HONG KONG—NEW GUINEA

DIRECT SIX WEEKLY SERVICE FROM HONG KONG TO

RABAU, KUION, KALILI, WITU

CARGO TO SAMARAI, HAWIENG, MADANG, HALLAMBA, LOMBEROM AND ALL OTHER PORTS IN NEW GUINEA WILL BE ACCEPTED ON TROCHOT B/LADING WITH TRANSSHIPMENT AT RABAU.

NEXT SAILING: S.S. "BREMERHAVEN" ... departure about 1st June.

MELCHERS & CO.,

AGENTS, HONG KONG. 5, Charter Road. Queen's Building. Telephone C. 6378.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.

FOR SWATOW, AMOI & FOOCHOW

AND RETURN (Occupying 8 to 9 Days)

HAIYANG	Tuesday	the 30th Apr., at 1 p.m.
HAICHING	Friday	the 2nd May, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blaise Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or vice-versa and Return by the same Steamer at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.

P. & O., British India Apar and Eastern & Australian Lines

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PENINSULAR AND ORIENTAL PORTFOLIO
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"ALIPORE"	5,473	25th Apr. 5 p.m.	Straits, Colombo & Bombay.
"MANTUA"	10,943	27th Apr. Noon	Bombay, Madras and London.
"KALYAN"	5,473	4th May	Straits, Colombo & Bombay.
"KIDDERPORE"	5,473	11th May	Madras, London and Hull.
"MOOREA"	10,943	18th May	Bombay, Madras and London.
"DELTA"	5,473	25th May	Madras, London and Hull.
"TEJPORE"	5,473	1st June	Madras, London and Hull.
"KALYAN"	5,473	8th June	Madras, London and Hull.
"KIDDERPORE"	5,473	15th June	Madras, London and Hull.
"MANTUA"	10,943	22nd June	Bombay, Madras and London.
"KALYAN"	5,473	29th June	Madras, London and Hull.
"KIDDERPORE"	5,473	6th July	Madras, London and Hull.
"MANTUA"	10,943	13th July	Bombay, Madras and London.
"KALYAN"	5,473	20th July	Madras, London and Hull.
"KIDDERPORE"	5,473	27th July	Madras, London and Hull.
"MANTUA"	10,943	3rd Aug.	Bombay, Madras and London.
"KALYAN"	5,473	10th Aug.	Madras, London and Hull.
"KIDDERPORE"	5,473	17th Aug.	Madras, London and Hull.
"MANTUA"	10,943	24th Aug.	Bombay, Madras and London.
"KALYAN"	5,473	31st Aug.	Madras, London and Hull.
"KIDDERPORE"	5,473	7th Sept.	Madras, London and Hull.
"MANTUA"	10,943	14th Sept.	Bombay, Madras and London.
"KALYAN"	5,473	21st Sept.	Madras, London and Hull.
"KIDDERPORE"	5,473	28th Sept.	Madras, London and Hull.
"MANTUA"	10,943	5th Oct.	Bombay, Madras and London.
"KALYAN"	5,473	12th Oct.	Madras, London and Hull.
"KIDDERPORE"	5,473	19th Oct.	Madras, London and Hull.

* Cargo only.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Red Sea & Indian Steamship Co.

Steamship	Tons	From Hongkong (about)	Destination
"TILAWA"	10,000	27th Apr. 7.30	Singapore, Penang & Calcutta
"TAKIWA"	7,936	3rd May (a.m.)	Singapore, Penang & Rangoon
"TAKADA"	6,849	11th May	Singapore, Penang & Calcutta
"TALAMBA"	8,018	21st May	do.
"TALMA"	10,000	28th May	do.
"TILAWA"	10,000	27th June	do.
"SANTHA"	7,936	4th July	do.
"TAKIWA"	7,936	10th July	do.

B.I.—Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

Steamship	Tons	From Hongkong (about)	Destination
"ARAFURA"	6,000	8th May	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,936	31st May	do.
"ST. ALBANS"	4,500	8th July	do.
"ARAFURA"	6,000	2nd Aug.	do.
"TANDA"	6,936	30th Aug.	do.

* Calls Port Holland.
Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Tientsin, Kobe, Yokohama, and other ports en route as indicated.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand
Vancouver, San Francisco, etc.
The P. & O. S.S. Co.'s Steamers to London via Suez Canal.
The P. & O. S.S. Co.'s Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

Steamship	Tons	From Hongkong (about)	Destination
"MOOREA"	10,943	25th Apr. 10 a.m.	Straits, Colombo & Bombay.
"TALAMBA"	8,018	27th Apr. D.L.	Madras, London and Hull.
"DELTA"	5,473	4th May	Madras, London and Hull.
"TALMA"	10,000	11th May	Madras, London and Hull.
"BOSSINGTON COURT"	5,473	18th May	Madras, London and Hull.
"GUERNA"	5,473	25th May	Madras, London and Hull.
"KALYAN"	5,473	1st June	Madras, London and Hull.
"ST. ALBANS"	4,500	8th June	Madras, London and Hull.
"TALAWA"	10,000	15th June	Madras, London and Hull.
"SANTHA"	7,936	22nd June	Madras, London and Hull.
"TILAWA"	10,000	29th June	Madras, London and Hull.
"TAKIWA"	7,936	6th July	Madras, London and Hull.
"TALAMBA"	8,018	13th July	Madras, London and Hull.
"TALMA"	10,000	20th July	Madras, London and Hull.
"TILAWA"	10,000	27th July	Madras, London and Hull.
"SANTHA"	7,936	3rd Aug.	Madras, London and Hull.
"TAKIWA"	7,936	10th Aug.	Madras, London and Hull.
"TALAMBA"	8,018	17th Aug.	Madras, London and Hull.
"TALMA"	10,000	24th Aug.	Madras, London and Hull.
"TILAWA"	10,000	31st Aug.	Madras, London and Hull.
"SANTHA"	7,936	7th Sept.	Madras, London and Hull.
"TAKIWA"	7,936	14th Sept.	Madras, London and Hull.
"TALAMBA"	8,018	21st Sept.	Madras, London and Hull.
"TALMA"	10,000	28th Sept.	Madras, London and Hull.
"TILAWA"	10,000	5th Oct.	Madras, London and Hull.
"SANTHA"	7,936	12th Oct.	Madras, London and Hull.
"TAKIWA"	7,936	19th Oct.	Madras, London and Hull.
"TALAMBA"	8,018	26th Oct.	Madras, London and Hull.
"TALMA"	10,000	2nd Nov.	Madras, London and Hull.
"TILAWA"	10,000	9th Nov.	Madras, London and Hull.
"SANTHA"	7,936	16th Nov.	Madras, London and Hull.

* Cargo only.
All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore, while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australia Lines are fitted with Landrover.
Parcels measuring up to 100 lbs. x 2 ft. x 2 ft. will be received at the Company's Office up to 10 days previous to sailing.
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P. & O. Building, Commercial Road Central, HONG KONG. Agents. (1)

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS
LOADING DIRECT FOR
ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN,
OSLO AND GOTHENBURG.

Steamship	Tons	From Hongkong (about)	Destination
"DELHI"	10,000	1st June	London, etc.
"CANTON"	10,000	22nd June	London, etc.
"DELHI"	10,000	29th April	London, etc.
"CANTON"	10,000	19th May	London, etc.

For further particulars, apply to the Agents—
GILMAN & CO. LTD. G. E. HUYGER, Canton.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 22,400 TONS;
THROUGH CARGO
8,000 TONS.

During the 24 hours ended at 9 a.m. yesterday the returns to the Harbour Office of cargo carried by vessels arriving in Hong Kong were as follows:—

Cargo	H.K.	Through Ports
British	7,005	—
Sunland	—	—
Garmala	8,755	—
Hop Sang	356	979
Teingao	—	—
Hupei	300	400
Hydrangea	—	—
Swatow	72	—
French	—	—
D'Artagnan	125	675
Limchow	2,000	500
Haiphong	305	—
Tai Poo Sek	—	—
Francis	—	—
Granier	500	—
Haiphong	—	—
Dutch	—	—
Van Heutz	—	1,045
Amoy	—	—
Norwegian	—	—
Morosa	1,600	—
Bangkok	—	1,900
Japanese	—	—
Borneo	259	4,102
China	—	—
Tai Poo Sing	2,250	—
Saigon	—	—
Tak Hing	35	—
Macao	—	—
Total	22,479	8,001

Arrivals and Departures.
The arrivals and departures during the period under review were as follows:—

Arr.	Dep.
British	5
Japanese	2
Norwegian	1
Chinese	3
Dutch	1
French	4
American	1
Total	17

Departures.
The following passengers left here yesterday by the a.s. Aki Maru for Australia:—Mrs. Pau Ting, Mrs. Lam Choy, Mrs. M. Gahan, Mrs. O. B. McLean, Mr. and Mrs. J. L. Rettig, Mrs. M. Repko, Mrs. C. D. Hearne, Mr. and Mrs. M. Sawamatsu, Master Y. Sawamatsu, Mr. K. Nagao, Mr. and Mrs. J. Doherty, Master Doherty, Mrs. M. Weston, Master J. F. Weston, Mrs. I. Kaneko, Mrs. Y. Nakamura, Mr. and Mrs. P. W. Mack, Miss T. Taylor, Miss B. Higgins, Miss G. A. Dawson, Mrs. M. A. Mole, Mrs. J. L. M. Daniels, Miss J. M. Daniels, Mr. Antonio Chacon, Mr. T. Ugaya, Mr. W. J. Lyness, Mr. T. Sakagi, Mr. A. Hamazaki, Mr. S. Wong, Mr. A. Yamakawa, Mr. M. Isaji, Mr. A. Purvis, Mr. R. A. Brumm, Mr. J. P. Kochler, Mr. W. E. Smith, Mr. F. Kojima, Mr. U. Kojima, (Continued on next column.)

The following passengers left Hong Kong per a.s. D'Artagnan on April 23 for the North:—Mr. Ch. Nopper, Mr. J. M. Plumer, Mr. B. Petit, Mr. and Mrs. M. T. Boncan, Mr. R. E. Francis, Mr. J. E. Rowland, Mr. A. A. V. Grist, Mr. and Mrs. Paul Hafemann, Mr. F. M. Sutterlin, Mr. H. Pearman, Mr. C. A. Mouto de Jesus, Mrs. J. Castro and child, Rev. Sister Henrietta, Mr. A. P. Pontes, Mr. M. R. Shellim, Mr. C. Georges, Mr. A. Cerni, Professor M. F. Mangueria, Mr. G. T. Suva, Mr. G. Jamias, Mr. S. Scholbohm, Mr. B. Reinoso, Mr. M. Castillo, Mr. M. Gutierrez, Mr. B. Morales, Mr. A. Reyes, Mr. A. Tongco, Mr. H. Morales, Mr. Ch. Oclassen, Mr. S. Lozano.

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DAILY WATERFRONT NEWS.

DERELICT JUNK NEAR WAGLAN.

A notification in the Harbour Office states that a derelict junk, dangerous to navigation is reported in a position 340 deg. 14 miles from Waglan Lighthouse. Authority: H.M.S. Hermes.

Suicide at Sea.
The master of the Sunland reports that a "Toyocudlin" coal trimmer committed suicide by hanging himself on 15th inst. The vessel arrived from Calcutta on 23rd inst.

Collision at Kowloon.
A slight collision in which the Wing On and On Lee were involved happened at Kowloon yesterday. It appears that the Wing On was leaving the wharf and scraped the On Lee which was at that time making fast to the wharf. Fortunately the damage to both boats was slight. The On Lee had her anchor ripped off while the Wing On left one of her starboard davits on the bow of the On Lee.

Dress Ship for the Duke of Gloucester.
A notice in the Harbour Office reads:—H.M. Ships will dress ship with flags over all on: Thursday, 25th inst. from 8 a.m. to sunset; Saturday, 27th inst. from noon until such time as the H.M.S. Suffolk with H.R.H. The Duke of Gloucester on board is out of sight of the port. All ships of the Mercantile Marine are invited to comply.

Asiatic Deck Passengers.
The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Vessel	Passengers
Hop Sang (Br.) Tsingtao and Swatow	4
Hupei (Br.) Shanghai and Amoy	9
Hydrangea (Br.) Swatow	252
D'Artagnan (Br.) Marseilles and Saigon	39
Limchow (Br.) Haiphong and Hoihow	293
Tai Poo Sek (Fr.) Port Bayard	496
Van Heutz (Dutch) Amoy and Swatow	1,456
Morosa (Norwegian) Bangkok	11
Tai Poo Sing (Chinese) Saigon	34
Total	2,504

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